FAA PRESS CONFERENCE
MARCH 5, 1987
JAL FLT 1628

4-7-95

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Walt advised Glen that this was too old to publish when they met in Seattle, WA 7/7/95

April 3, 1995

Walter Andrus, Jr.
MUFON
103 Oldtowne Road
Seguin, Texas 78155-4099

Dear Mr. Walt:

Enclosed is a final draft of an article that I had previously circulated for comment to you, Norm Mark (MUFON Alaska Director), the FAA, and Dr. Richard Haines. Norm suggested many changes which I have incorporated. The FAA sent a letter saying no one there was able to comment. Dr. Haines sent a letter regarding his personal involvement with this case and apparently helped Captain Terauchi regain flying status with JAL. I have included his new material in the article, page 7.

I am submitting the article to be included in MUFON's case files, or for publication in the MUFON UFO Journal, or I would even enjoy doing a 5 minute presentation at the MUFON annual meeting in Seattle this year, and have it included in the Symposium Proceedings, if possible. I would point out that no article has appeared in a MUFON publication from this neck of the woods, and of course, we in Alaska would like to become a more visible part of this great organization by having this article appear. If you would prefer a shorter article, I would be happy to edit it. In addition, further research has discovered that Dr. Bruce Maccabee wrote an article for the International UFO Reporter, (The Fantastic Flight of JAL 1628) in the March/April 1987 issue (pg. 4-23).

In regard to the pictures attached to the article, I can redraw these on white paper with ink if that would be helpful to making them more suitable for publication. I am looking forward to hearing from you.

Sincerely,

J. Glen Harper

J. Glen Harper

ALASKA UFO MOTHERSHIP REVISITED

April 3, 1995
By: J. Glen Harper, MUFON Section Director, Anchorage, Alaska

From his Japanese Air Line (JAL) 747 cargo plane, Captain Kenju Terauchi suddenly spots a large bright light very near and almost directly in his flight path; FAA--Terauchi interview, pg. 3. Stunned, he looks very carefully at the object because of the high risk of collision. His speed is .84 Mach: 565 statute miles (s.m.) per hour--a mile every 6.4 seconds, 905 kilometer per hour (km) or 492 knots--nautical miles (n.m.) per hour. He is at flight level 350, 35,000 feet, or 10,600 meters above Mean Sea Level, MSL, assuming standard atmospheric pressure; Terauchi, Personal Statement, pg. 6. He has just crossed into the northeast corner of Alaska from the frozen Beaufort sea, heading toward Anchorage.

It is November 17, 1986; 6:10 p.m., Alaska Standard Time. In front, the sun dips into the western horizon painting the sky with a thin red strip. Dusk forms ahead. Behind, it is ink black, except for a full moon shining directly behind and below on the far horizon over Greenland.

JAL flight 1628 holds a full cargo of expensive French red wine. It is enroute from Paris to Tokyo, with necessary fuel stops in Iceland and another in Anchorage, Alaska. Terauchi boarded the plane before dawn in Iceland with the two other members of the flight crew: First officer/copilot Takanori Tamefuji and flight engineer Yoshio Tsukuba. The takeoff weight from Iceland was maximum at 770,000 lbs (350,000 kilograms). They had room for no excess fuel. They have been in the air about four hours. Fuel level is low. All three now see the unexpected light ahead.

As they watch, the light gradually becomes two separate lights. As Terauchi looks closer, each light takes the shape of a cylinder, as long as it is wide. (see Drawing A) Each cylinder has three sections. Two sections consist of multiple rows and columns, with rows of about five or six white spot lights, like stadium lights. In the center is a dark section of amber like embers, like coals from a fire, glowing and changing. This section separates the two other sections. The two cylinders appear identical to each other, and are about the size of a DC-8 aircraft (about 1/2 the size of a 747). The two now fly in formation.
The sky is clear. There are only thin wispy clouds on the hills far below (25,000 feet, 7600 meters, or 5 miles below). The lights began swaying like a swing, back and forth in formation, "like two bear cubs playing with each other;" Terauchi's personal statement, pg. 8. Terauchi asks the flight engineer to bring forward his camera bag. But, because of the dim light outside, Terauchi can not get a good snapshot. The lights in the cockpit are dimmed to make sure they are not seeing a reflection off the

windshield. They still do not know what it is. The lights are still in front of them several miles, now going in their direction. On the onboard color radar, Terauchi sees a target for the object 7 to 8 miles (12 km) ahead. Confusingly, the target appears green instead of red--the color that should register for large solid targets which are this close to the 747.

Both pilots watch the lights for six or seven minutes before copilot Tamefuji calls the Anchorage Air Route Traffic Control Center (ARTCC) on the radio. He asks if there is any other reported traffic near the 747. ARTCC at first says there is no reported traffic and no other craft near the 747, then:

ARTCC

Japan Air 1628....I'm picking up a hit on radar five miles in trail of your six o'clock position [directly behind the 747]

Then, the Air Force Regional Operations Command Center (ROCC) is asked by ARTCC by radio (in this transcript) if they see any other aircraft (a/k/a target, primary, surge, return or traffic) on their radar screen near the 747, which is now 40 miles south of Fort Yukon, a village 146 s.m., 127 n.m. or 234 km north (magnetic) of Fairbanks.

ROCC

....It looks like I am getting some surge, primary return...I don't know if it's erroneous or whatever...

ARTCC

Negative, uhuh, it's not erroneous. I want you (ROCC) to keep a good track on there, and if you pick up a code, [sic] and verify that you do not have any aircraft operating in that area....

ROCC

That is affirm. We [military] do not have anybody up there right now....

ARTCC

Okay...I'm picking up a primary...right in front of [the 747] 50 miles south of [Fort Yukon].

ROCC

Okay, I've got him about his-ah, oh-it looks like about, ah, ten o'clock [60 degrees left-front of the 747], at about that range, yes. [several miles in front of the 747]

ARTCC

Alright keep an eye on that, and ah-see if-ah, any other military in that area.

Then, the lights move to the rear of the 747 as it flies over Fairbanks. At this point, the 747 requests permission (since it is on an ARTCC controlled IFR flight) to take evasive action, even though very low on fuel. ARTCC says okay. The 747 makes a turn and drops 4000 feet (1220 meters) to 31,000 feet (9500 meters) MSL

to see if the lights follow. They do. Then, ARTCC requests the 747 to take additional evasive action.

ARTCC
    Japan Air 1628...request you to make a right turn, 360 degrees [a complete circle]...and advise me what your traffic does then.
ROCC
    This is [ROCC] again. On some other equipment here we have **confirmed** [emphasis not in original] there is a flight size of two around [the 747].
ARTCC
    Okay, where is--is he following him?
ROCC
    It looks like he is, yes.
ARTCC
    Japan Air 1628. Sir, the military radar advises they do have a primary target in trail of you at this time.
    Okay (ROCC), do you have anybody you can scramble up there.
ROCC
    I'll tell you what, we're gonna talk to your liaison sir about that.
ARTCC
    Japan Air 1628 heavy. Military radar advises they are picking up intermittent primary target behind you in-trail. In-trail, I say again.
ROCC
    Ah-I'm gonna talk to my other radar man here...he's got some other equipment watching this aircraft.
ARTCC
    Roger sir, Would you (JAL 1628) like our military to scramble on the traffic?
JAL 1628
    Negative, negative.

Captain Terauchi refuses the scramble because he worries about the safety of the 747 in that situation, and he does not feel it is an imminent threat at that time; personal statement, pg. 4.

The above are excerpts from the live transcript of the radio communications at the time of the sighting. In fairness, there were a number of radio transmissions during this time period (30 minutes) where controllers could not find the other target on their radar, or having once found the target, intermittently lost it.

When he does the 360 degree turn near Fairbanks, Terauchi catches a glimpse of the craft following the 747, which now appears different than before: It now appears to be two bright lights, 1000 feet apart, with a silhouette of a walnut or saturn shaped "mothership" in between which is as large as "two aircraft carriers." See Drawing "B". Note, the small 747 drawn under the right side of the larger object.

After the 360 degree turn, Terauchi immediately requests a flight path directly to Anchorage because of low fuel. The "mothership" disappears 10 minutes later, in the vicinity of Mt. McKinley/Mt. Denali. After the 747 passes Mt. McKinley, two other aircraft enroute from Anchorage to Fairbanks are asked to look for the object by ARTCC. Both say the object is not in sight. JAL 1628 lands safely in Anchorage 25 minutes later.

This story was carried in dozens of newspaper and magazine articles during the next several months. (See end note for partial list of 57) The FAA did an investigation that included recorded interviews with the crew, written statements from the crew and controllers, accumulation of radar data, transcription of the original live radio communications, and an analysis of the radar images. This together with other correspondence in the FAA file totals about 1000 pages. It is all now located at the National Archives in Anchorage, Alaska. The FAA interviews of the crew members were conducted in a courteous and professional manner with no attempt to intimidate them. An FAA Inspection and Surveillance Record states James Derry interviewed the crew immediately after the flight landed, and that they "were shook up but professional." In another report the FAA investigator who questioned the crew concluded that the crew were rational and professional and showed no evidence of drug or alcohol use. Terauchi was a 47 year old pilot with 20 years of experience at that time. There was difficulty in transcribing the interviews because the crew often spoke in Japanese and an interpreter at times translated both questions and responses. The FAA had the radar image data reviewed by the FAA's Technical Center in Atlantic City, N.J., using "identical" equipment. They determined that a second radar target near the 747 at the time of the reported sightings was not another aircraft but rather a split radar image from the 747. Apparently, this is the FAA's official explanation of what their controllers saw on their radar screen.

A more critical look, however, reveals that the FAA's official story can not and does not adequately explain the radar images seen by the controllers as reported on the live transcript. Here is the FAA's explanation, from a March 5, 1987 official release by Paul Steucke of the FAA Public Affairs office in Anchorage:

> Radar data received by the FAA and used to track Japan Airlines flight 1628 on the night of the [sic] November 17, 1986, was retained by FAA. Review of this radar data by FAA experts using identical equipment at the FAA's research technical center in Atlantic City, New Jersey, revealed that the radar system was receiving what is called an "uncorrelated primary and beacon target". [sic]
>
> This electronic phenomena [sic] is not unusual according to Steucke who said, "It is unfortunate that

the uncorrelated target phenomena [sic] occurred just when a pilot was reporting seeing something outside his aircraft.

The controller's statements, released by the FAA, indicate that they thought there might be another aircraft or object in the area of the JAL flight. Steucke said, "The controllers were doing their job right because they have to work with what is right there in front of them on the screen, especially when you [sic] have a Captain that is reporting "other traffic" [sic] in his immediate area. The radar data they had was one target, moving slowly across the radar screen. They don't have the benefit of "monday [sic] morning quarterbacking" [sic] with multiple radar images as was the case in regenerating the radar data." Review of the radar data by FAA experts revealed the "uncorrelated target" phenomena [sic].

FAA electronic technicians explained that an "uncorrelated primary and beacon target" on the radar screen occurs when the radar energy that is sent up toward the aircraft, (primary signal) returns to the radar receiver along with the aircraft transponder (beacon) signal and the two do not match up as being at the same exact location. [See drawing "C"]

This explanation implies that the controllers did not see a "real" target and therefore, the flight crew must have also been mistaken about what they saw. The problem with this official explanation is that it does not account for what the controllers reported seeing as stated in the live transcript. This is why: The official FAA explanation can only account for two targets that were within a quarter mile of each other (one radar cell apart) and only if in the same line or flight path, because the two radar signals, originating from the same target, must necessarily follow each other, since they are coming from the same moving source but with a slight timing difference. That is, the timing difference between the reception of the primary and the secondary signals while the plane is crossing from one radar cell to another is the only way an uncorrelated signal occurs.

But, in the live transcript, the controllers are talking about seeing the other target in locations more than 1/4 mile away from the 747. In one instance, the controller is talking about seeing the other target five miles or more from the 747 ("five miles in trail"), or out to the side ("ten o'clock position"); in another instance it was reported several miles from the 747 (50 miles south of Fort Yukon, when the 747 was 40 miles south of Fort Yukon just earlier). In another instance, the controllers report a flight size of two around the 747, which means a total of three targets, which cannot be accounted for by the split radar image, which can only yield two targets. Also, note above that the controllers say

they are picking up another "primary" target near the 747; they never talk about picking up another secondary (transponder) target. To restate, the primary target is the ground radar signal bouncing off an aircraft and returning to the ground receiver; it is not a transponder code coming in. This means that whatever was up there did not have an active transponder in it, which is required by FAA regulations for civilian aircraft at that altitude. The ROCC states clearly that no military craft are in the area. This facts tends to eliminate another airplane, either civil or military, as an explanation for these unexplained signals.

This is not to say controllers did not see "uncorrelated radar signals", which is a common phenomenon when dealing with a plane going 565 miles per hour and where the ground radar is located several hundred miles away. The controllers probably did see them. This is so because the plane advances into a new radar cells (1/4 mile increments) every 1.6 seconds, while the FAA radar does a sweep (updates the position of the plane by taking a new radar reading) approximately every three seconds. Rather, the live transcript confirms that the controllers saw something either separate from or in addition to these very common split returns. Furthermore, controllers are trained to recognize these split images, so that it is doubtful that this type of error actually occurred in this instance, especially by 3 or 4 different controllers.

The fact that the UFO appears intermittently and finally disappears is consistent with stealth technology, which is reported in many other UFO reports. Stealth technology means that the craft can hide itself or "cloak" itself from radar. In new conventional aircraft, stealth is achieved by making a craft out of something other than ferrous metals and by making the craft in a shape where there are no sharp angles formed by the body which will catch the radar wave and bounce it back toward the ground radar receiver. Modern stealth crafts, like the F-117A and the B-2, are built using these principles: They are made of composites (non-metals, such as Kevlar, Boron Fibers, and others) and have minimal sharp angles. A round object, a cylinder, a cigar shaped object, or a Saturn shaped disk would seem to have a shape consistent with known stealth technology.

According to an article in the Anchorage Daily News by Hal Bernton on January 6, 1987, Dr. Richard Haines, a NASA scientist at that time, working for the Ames Research Center in California said this: In the past 20 years, more than 3000 sightings of UFO's have been reported by pilots. The sightings are reported by military, civilian and commercial pilots who fly both national and international routes. Dr. Haines has done extensive studies of these 3000 pilot reports. See: Haines, R. F. "Fifty-Six Aircraft Pilot Sightings Involving Electromagnetic Effects", MUFON Symposium Proceedings 1992, pg 102; and, Haines, R. F. "Insights of Studying Groups of UFO's", MUFON Symposium Proceedings 1994, pg 154. It is

believed that these 3000 reports are only a small percentage of actual pilot sightings. Pilots do not report sightings because of the fear of ridicule, transfer, breach of military regulation, or losing a job. Terauchi, who had lived in Anchorage and owned a home in Anchorage for years, was not permitted to fly for JAL, according to the Chief Medical Officer for JAL in a statement to Dr. Haines. Dr. Haines told this medical officer that in his opinion Captain Terauchi was indeed a very good pilot: "He kept his airplane in control at all times, he followed all required procedures, he actually reported the event, and he delivered his cargo (wine from France) to his intended destination."

Dr. Haines was informed that the main reason for terminating Terauchi's flying status was something to the effect "we don't think that pilots who experience such hallucinations should be flying." Dr. Haines pointed out to the medical officer that he had not only personally interviewed Captain Terauchi but had studies many similar cases involving very large and unusually shaped aerial phenomena/objects flying at high altitude. Then, the Chief Medical Officer simply said that he would be pleased to receive any documentation of these things. Dr. Haines later mailed a rather thick package of information from his research files to JAL. Eight months later Dr. Haines learned that Captain Terauchi was returned to flying status. Dr. Haines said, "I was glad that my research might have helped someone else in a difficult situation." (Dr. Haines, personal communication)

The military, in this FAA file and as reported in newspaper articles, says it believes the secondary radar images were "clutter", and therefore, it is not interested in further investigating. In the past, the military often cites the 1968 Condon Report or 1969 Project Blue Book conclusion that UFO's do not exist as justification for not investigating further. This response by the military has become so predictable that it hardly needs any comment here. For example, there are numerous UFO reports where military jets are in hot pursuit of a UFO but the official explanation is always: we are not interested. For example, see: Maccabee, B. "Gulf Breeze UFO Photo Analyzed," MUFON UFO Journal, June 1994, pg. 3, wherein an F-15 and a UFO are photographed together over Gulf Breeze, Florida, by Ed Walters in January of 1994.

CONCLUSION

1) Captain Terauchi and the two other crew members all saw unexplained lights. They were seen many times during a half an hour. The 747 took evasive action while low on fuel in order to try to escape from the UFO. The FAA states that these men were all considered reliable, professional and showed no evidence of drug or alcohol use; they were, however, "shook up", which is consistent with an actual UFO incident. 2) The controllers, both ARTCC and ROCC, did see primary radar returns which were separated several miles from, or offset out of the flight path of, the JAL 747.

These returns could not be "uncorrelated primary and beacon (secondary) radar images" according to the FAA's own description of this phenomenon. The UFOs seen by Terauchi and his flight crew therefore were confirmed by radar. 3) These UFOs have cloaking ability, not only from radar but apparently from the naked eye. It can be inferred from this cloaking ability that these UFOs are more sophisticated than our conventional aircraft. 4) Although the military officially said the UFO image was "clutter" and therefore, it was not interested in investigating this sighting further, it appears to have considered doing a "scramble" on the object at the time. This response, of course, is the standard inconsistency supplied by the military in almost all UFO cases where they are involved. Furthermore, the military (ROCC) in the live transcript states that "on some other equipment here we have **confirmed** there is a flight size of two around" the 747. The transcript does not say what this other equipment is, but whatever it is the UFO's existence in not in doubt as measured by that equipment. In sum, this case presents substantial reliable eyewitness evidence and corroboration by reliable and trustworthy independent radar controllers. The original live transcript here is more reliable evidence of what actually happened than subsequent "official stories" because there is no opportunity and no motive to tell it other than the way it was.

DRAWING "A"

FLIGHT TO REMEMBER: Veteran JAL pilot recounts sighting o[f]

Continued from Page A-1

after that first sighting of lights are some of the most bizarre in Alaska aviation history. Since first becoming public in late December, the reports have transformed this soft-spoken, 47-year-old, Anchorage-based pilot into an international celebrity, interviewed by People magazine, Tokyo television and more than a dozen other national and international publications.

Terauchi has lived quietly in a comfortable house in Anchorage, his base for the last three years. He spends several weeks a month flying polar routes between Europe and Alaska. During his time off, he enjoys fishing for red and silver salmon.

This week, Terauchi is home again. His phone rings often with reporters eager to hear about his strange November flight.

Terauchi has an impressive list of professional credentials to lend weight to his rather incredible tale. He has 29 years flying experience. He says he hasn't often navigated the Iceland-Greenland-Anchorage route, but he has routinely flown other trans-polar routes.

Until November, Terauchi says, he never believed in UFOs. Now, he does. He thinks they're sent by visitors from outer space. In fact, last Sunday, Terauchi again reported mysterious lights of a spaceship during a flight to Anchorage.

This time, however, he admits he made a mistake. He now concedes that there was a more terrestrial explanation to what he saw. He agrees with Federal Aviation Administration officials who speculated that the second sightings were the lights of villages reflected off ice crystals in the atmosphere.

But Terauchi remains convinced that the lights he saw in November were spaceships of some unknown, extra-terrestrial origin. In interview after interview, he methodically makes his case, charting the events of the sighting on flight maps of the arctic sky.

One day, he's convinced someone else will see the crafts, and his account will take on new meaning. "I think we have to keep this record. . . ."

Terauchi's encounter began with his sighting of the two belts of amber lights. To check them out, he radioed Anchorage air traffic controllers. The controllers replied that no military or civilian flights were in the vicinity.

The two belts of light continued to dance in front of the plane. Terauchi grabbed for his camera, but realized that taking a picture would be futile because there was not enough light to expose the film properly.

Five minutes after the lights first appeared in front of the plane, they suddenly moved farther out ahead of the plane, he said. He could then make out the shapes of the crafts — cylinders wrapped in lateral lines of light that extended from a darker center. The lines appeared to be exhaust outlets, and they alternately pulsated light from the two sides of the cylinder. They appeared to be controlled by computers, he said. As the two objects reversed direction, the exhaust lights appeared to flare brighter.

Co-pilot Tamefuji, in a separate interview, also reported seeing the two strange lights. "I saw several lights in front of us, and then I couldn't see them, and the captain told me they were on the left-hand side," he said.

After about 15 minutes, the first two lights disappeared, Terauchi said. Then, on his left, he saw a big band of glowing white light, similar to the light emitted by a fluorescent bulb. He turned on his weather radar and tuned it to a 20-mile radius. At eight miles, on the left side of the screen, the radar showed a tiny ball.

Terauchi radioed the FAA flight control center in Anchorage. Three controllers monitoring radar saw what they thought was an object at about the same reference point on their monitor, according to Sam Rich, an air traffic controller, and Paul Steucke, an FAA spokesman.

Steucke, however, said subsequent examination of the con[...] though[...]

As the [...] Fairbanks, [...] city gave Tera[uchi] view of the new [...] says the band of light [...] a huge walnut-shaped o[bject] that appeared to be twice the size of an aircraft carrier.

As the lights of the city faded, Terauchi again could see only the white band of light. To try to lose the object, he got permission from a controller to descend from 35,000 to 31,500 feet. The object descended "in formation," he said.

Then Terauchi, after consulting with the controllers, made two 45-degree turns to the right, then completed a 360-degree turn. The object remained in view.

As the JAL plane flew past Mount McKinley, controllers asked a Fairbanks-bound United Airlines flight to try to confirm the sighting. The United plane veered off to follow the JAL flight path at a lower altitude.

Just before the two planes passed one another, the white light disappeared.

"It was like a dream. Unbelievable," Terauchi said.

Mulling things over in the living room of his Anchorage home, Terauchi postulates that whatever he saw was friendly. "I can't understand the technology, but it was not dangerous. It was completely controlled."

If he sees the objects again, he's ready to try communicating. Perhaps four blinks of the wing lights, then two more.

In Morse code, he says, that's "HI."

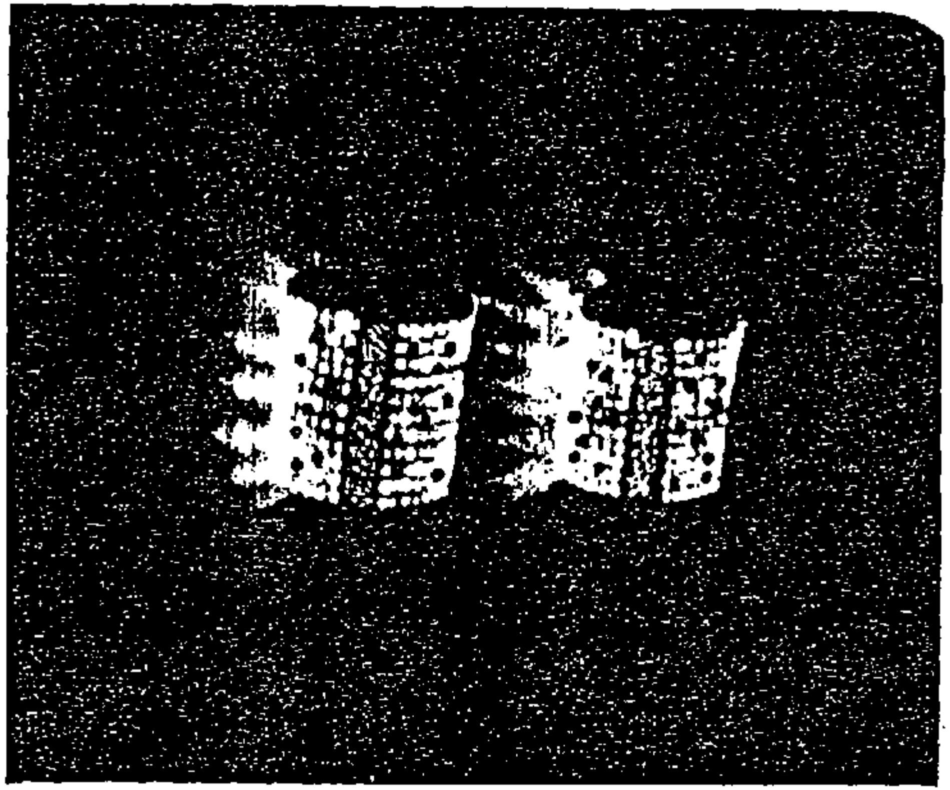

Illustration by William Hays

Above is an illustration based on a description Japan Air Lines pilot Kenju Terauchi provided illustrator William Hays. It shows two smaller craft Terauchi says hovered in front of the cockpit window of his 747 cargo plan on Nov. 17. At a distance they appeared rectangular and, as they moved closer, square (as drawn here). He described the lights as pulsating in the direction of the darker panel in the middle, which he said said resembled black charcoal dotted with glowing orange embers.

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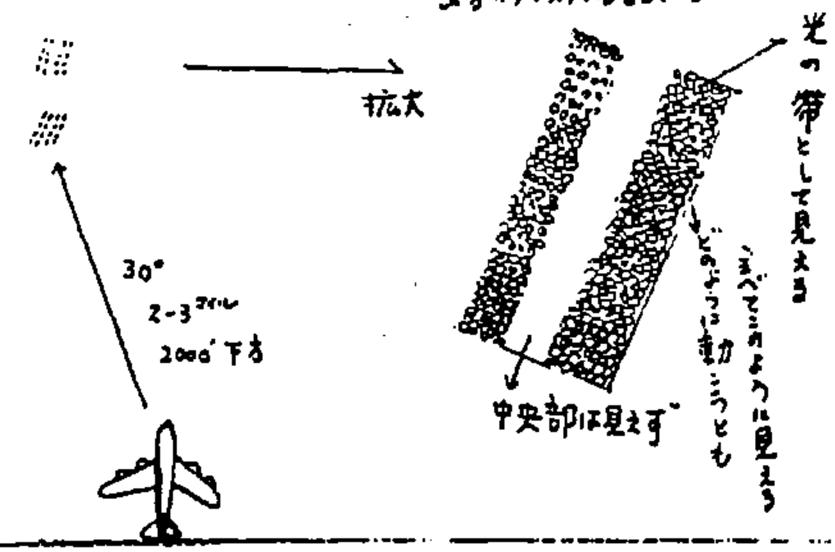
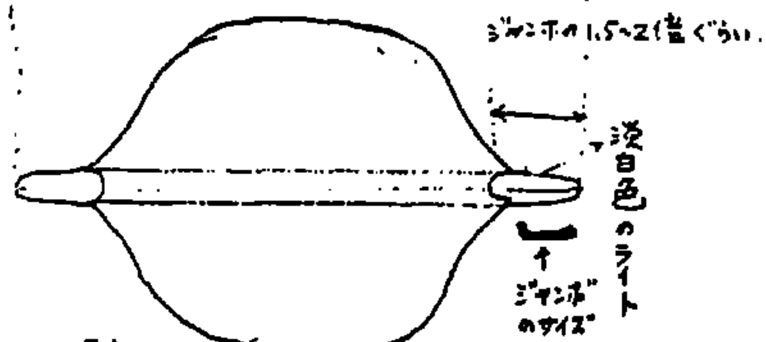
DRAWINGS "B"
BY CAPTAIN TERAUCHI

最初に灯火を発見

ヘアークリップのような
長方形のスタイルをしている

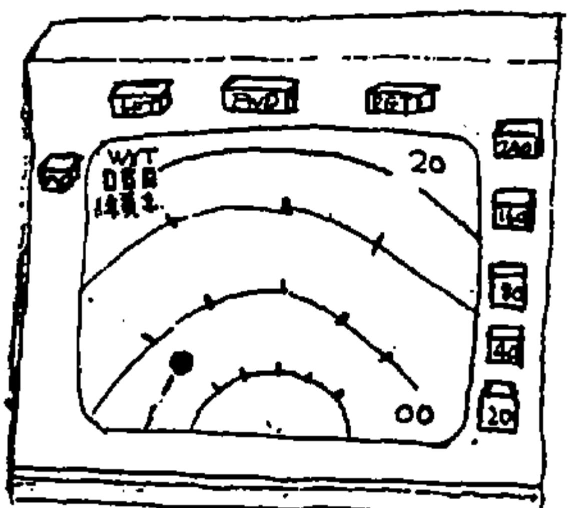


街の灯火により浮び上った
母船のシルエット



どの角度より見ても我々に見えるライトの
間隔は同じであった。どの角度からも
左右のライトは見えた。

デジタルWXレーダーで捕捉した時の図

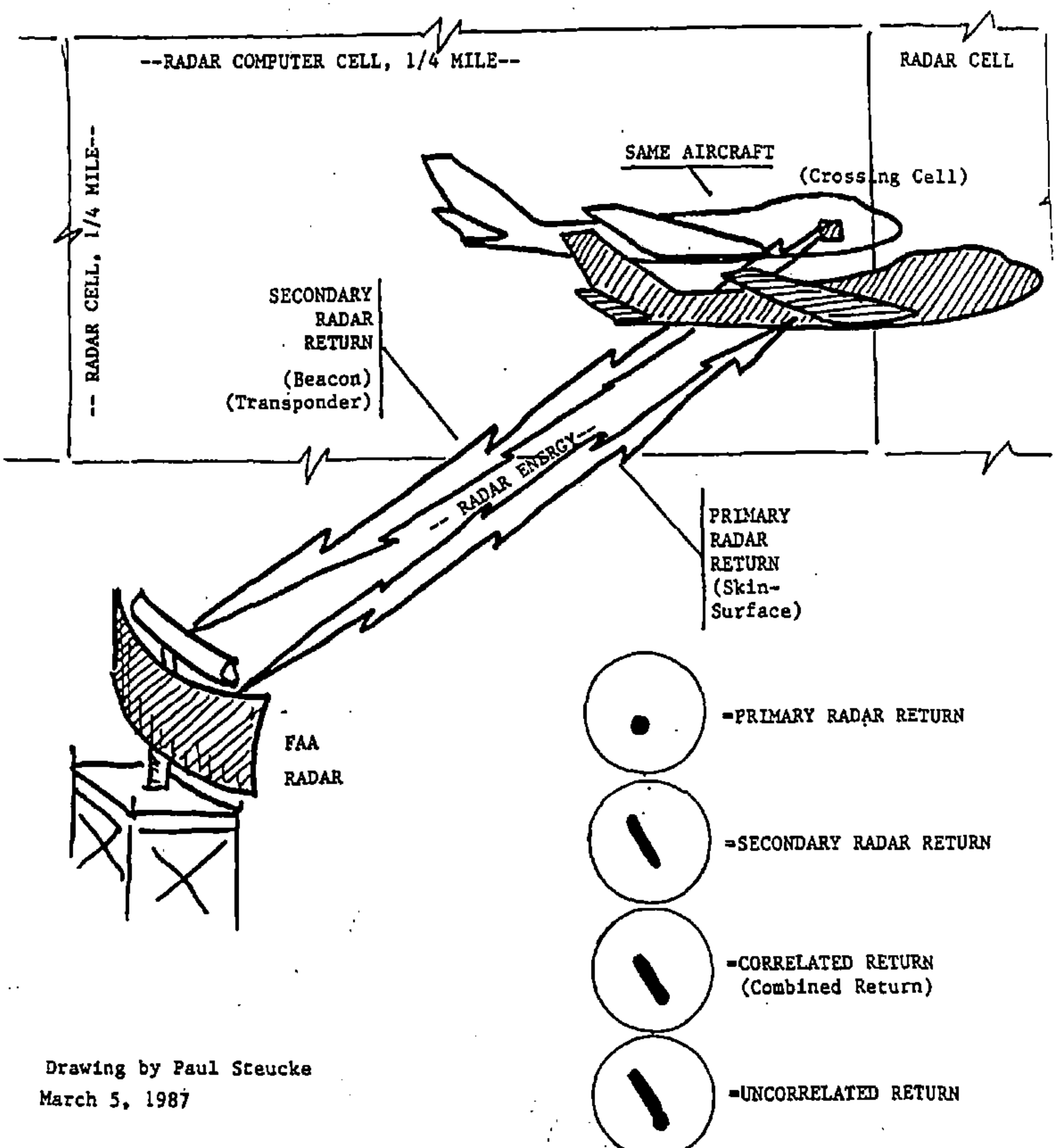


レンジ20マイル
チルト 0°

7~8マイルに
ターゲット
緑色の円

UNCORRELATED RADAR SIGNALS DRAWING "C"

An "uncorrelated primary and beacon(secondary) return on a radar screen occurs when the radar energy that is sent up toward the aircraft (primary signal) returns off the surface of the aircraft at a slightly different moment than the beacon (secondary) transponder signal and the two do not match up as being at the same place or same computer radar cell.



Drawing by Paul Steucke
March 5, 1987

April 15, 1987

Articles sent along with request for material on UFO sighting of JAL #1628, November 17, 1986, Alaska:

NEWSPAPERS:

Washington Post.....................................1
San Francisco Chronicle.............................7
Statesman-Journal, Salem, Oregon....................2
Fresno Bee..1
The Sacramento Bee..................................1
New York Daily News.................................1
The Seattle Times...................................1
Newsday...4
Los Angeles Herald Examiner.........................4
The Charlotte Observer, NC..........................1
The Dallas Morning News.............................2
Chicago Tribune.....................................2
Knoxville New-Sentinel..............................1
Seattle Post-Intelligencer..........................1
Indy News, Indiana..................................1
New York City Tribune...............................1
Daily Record, Northwest, N.J........................1
The Press, Atlantic City, N.J.......................1

TOTAL 33

Cities/states articles came from (do not have name of paper):

Bakersfield, California.............................1
Las Vegas, Nevada...................................1
Rhode Island..1
New York..1
Los Angeles, California.............................~~4~~ 5
Salem, Oregon.......................................1
Mesa, Arizona.......................................1
Long Beach, California..............................1
Atlanta, Georgia....................................1
San Francisco, California...........................1

TOTAL ~~13~~ 14

Five (5) articles with no name of newspaper or the city/state where they came from

GRAND TOTAL ~~51~~ 52

Hayden Planetarium

March 15, 1988

Dear Walt,

For your edification, I have enclosed copies of a partial exchange of correspondence between myself and S&T relating to the JAL case. The paperwork that my original letter and Bruce's followup generated from S&T is nothing short of unbelievable! It was hardly worth their effort. Apparently, the magazine will go to great lengths in order to accommodate their letter-writers --even if it means emasculating the letter.

I had given up a long time ago and wish they had simply decided not to print my letter at all. You can see that I mailed in the original eight months ago!

Mr. Schmidt's response really hit the nail squarely on the head, don't you think?

Walt Webb

cc: Walt Andrus
Bruce Maccabee
Dennis Stacy
Dave Webb

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March 1, 1988

127 Bateman St.
Pittsburgh, Pa. 15209

Dear Mr. Webb -

Bravo for your letter in March 88 S&T - P238. As a researcher of this incredible phenomenon since the early fifties I couldn't help but share your dismay regarding the Editor's note - and I'm sure you are indeed dismayed?! Of one thing we can be certain - the editor shares Klass' review as published in the Skeptical Inquirer. What lengths some men will go to protecting the phenomenon - and indeed, they are doing just that!

Ever see a 'pro'-UFO spokespersons view in print as regards a public inquiry? Not to be. Donald Menzel's passing required a solid anti-UFO spokesperson to replace him. Enter Klass - and what a truly Klass act. The government raised him from the mentally dead soon as the A.F. "supposedly" became mute in the late 60's. Sagan was teetering a bit too far to the pro side from his fulcrum point on the fence, and his infatuation with worldwide nuclear disaster has all but finished him in government circles. We must live with Uncle Phil until he expires.

There isn't a soul on the face of this planet who could possibly sell me on the premise that Klass is an honest individual. Nobody could possibly pass over so much carefully reported data and arrive at such 'canned' derivatives. Something dreadfully serious is, and has been, interacting with mankind for centuries, and up to this point there's been an overlay of astonishing refute regarding this mystery. The very individuals who should be studying this phenomenon with relentless openmindedness are the very ones who are insulting our intelligence on a daily basis.

This new clan of skeptics comprises the new control group. They are designed to keep all the sheep status quo.

Venus and Jupiter are pairing up nicely next week and Mars will be making a fiery entry into the evening skies within the next four months. Thank heavens for these - otherwise, Klass would have to invent something drastic to replace them with to explain the forthcoming sightings. Again, BRAVO!

Yours, in astronomy
Bob Schmidt

sent, pm/mfp 3/19/88

Kaufmann's *Universe*, which we publish with a list price of $34.95, actually costs the student less than many of the other books that are net priced in the table.

ROD E. GAUVIN
W. H. Freeman and Co.
41 Madison Ave.
New York, N. Y. 10010

Refractors for Research?

I enjoyed Roger W. Sinnott's article, "The Wandering Stars of Allegheny," in the October, 1987, issue. The beautiful instrument pictured on the cover stands in stark contrast to the sad state of the 18½-inch Clark refractor at Northwestern University's Dearborn Observatory.

I saw the historic Dearborn refractor late last fall during an evening session for the public. The instrument has been sadly neglected in favor of the university's 16- and 40-inch reflectors at the Lindheimer Astronomical Research Center several hundred yards away.

It appeared from a glance through the logbook that the refractor hasn't been used for years, except at Friday night public sessions. Yet it contains the very lens with which Alvan G. Clark first saw the companion to Sirius in 1862. In the decades after the Civil War, such skilled observers as S. W. Burnham, G. W. Hough, and Philip Fox exploited the telescope's exceptional suitability for double star work.

Perhaps the 18½-inch lens is no longer of adequate quality — I don't know. Otherwise, it's a real shame not to use such a resource. There may be some types of research for which the Dearborn refractor is even better suited than a modern reflector.

M. MICHAEL DORR
531 E. Carpenter Dr.
Palatine, Ill. 60067

Domed Duo

I read Stephen J. O'Meara's article on the lunar Straight Wall with interest and very much enjoyed his drawings (*S&T:* June, 1987, page 639). However, he apparently overlooked two interesting lunar domes (possible volcanic mounds) north of the rille Birt I. They are difficult to see unless observed very near the terminator, but I have spotted them with an 8-inch f/6 reflector.

Those with smaller instruments should know that I also drew this region in 1967 using a 4¼-inch f/10 Newtonian. Although I didn't notice the rille, I sketched an oval area at the correct position of the domes.

Lunar domes have long challenged visual observers. The two arrowed here are at the north end of the rille Birt I, near the Straight Wall. This photograph, from Zdenek Kopal's *Photographic Atlas of the Moon*, was taken with the 24-inch refractor of Pic du Midi Observatory.

The new lunar dome survey of the Association of Lunar and Planetary Observers is continuing with success. Any observers interested in the program should write to me.

JAMES H. PHILLIPS, M.D.
65 Gibbes St.
Charleston, S. C. 29401

Canadian Comets

The space missions to Halley's comet in 1986 unexpectedly enabled me to appreciate a local seasonal phenomenon that is universally regarded with disgust.

Here in Canada's capital region more than 80 inches of snow falls each winter. What lands on the roads is scraped up and trucked to dumps where small mountains of snow are created. As the Sun melts and evaporates the top layers, road dirt is left behind to form a darkened crust. The black hills far outlast the winter, usually surviving well into June.

The analogy to a comet nucleus is obvious. This realization has transformed an eyesore into an object of curiosity. The snow dumps may not have made it into the tourist guides, but those who would have liked a closer look at Comet Halley might visit Ottawa during the Festival of Spring to see the next best thing!

RANDALL J. OSCZEVSKI
22 Foothills Dr.
Nepean, Ontario K2H 6K3
Canada

A Rush to Judgment?

Philip Klass has claimed that the pilots who sighted the Japan Air Lines UFO were staring at Jupiter (June issue, page 603). He made this conclusion on the basis of a cursory analysis of the available data. A more detailed study, including a close examination of the recorded communications between the crew and air traffic controllers, appears in the March/April, 1987, issue of the *International UFO Reporter.* There Bruce Maccabee cites evidence refuting Klass's assertion that the UFO was a celestial body.

WALTER N. WEBB
Charles Hayden Planetarium
Museum of Science
Boston, Mass. 02114

EDITOR'S NOTE: Klass published a second report on the JAL incident in the Summer, 1987, *Skeptical Inquirer.* He still maintains that the pilots saw Jupiter, not a UFO.

Sorry, Wrong Number

I think the computer-aided telescope, or CAT, is great (November issue, page 484). I was surprised, however, to read that someone "might spend 10 minutes star-hopping" to find the galaxy NGC 891. This beautiful edge-on spiral is *due* east of Gamma Andromedae. If you center Gamma in the low-power eyepiece of an equatorially mounted telescope and sweep eastward in right ascension about 19^m, NGC 891 will be in your field of view. If your mounting is well aligned on the celestial pole, you can also sweep $1^h 22^m$ west of Gamma to NGC 7662, a really nice planetary nebula.

Two years ago I used *Revue des Constellations* by Robert Sagot and Jean Texereau to compile a list of interesting astronomical objects that lie within 20 arc minutes of a sweep line in any of the four cardinal directions from a 4th-magnitude or brighter star. These include NGC 7009, the Saturn nebula (5^m west of Nu Aquarii); NGC 6826, the Blinking planetary (5½° north of Delta Cygni); M33,

received 7-10-92

Robert A. Esposito
6311 DeBarr Road #427
Anchorage, Alaska 99504-1799

July 7, 1992

Mr Walter H. Andrus, Jr.
Mutual UFO Network, Inc.
103 Oldtowne Road
Seguin, Texas 78155-4099

Dear Walt,

I have located a source for a map of Alaska's boroughs for you. I expect to obtain the chart and ship it to you by this week's end.

As a computer programmer at Anchorage Center, I was not personally involved with, nor do I have direct knowledge of, the Japan Air Lines flight that reported the UFO sighting on November 17, 1986. However, my friend, Carl E. Henley, was the air traffic controller on duty at the sector where and when the incident occurred. He was in radio contact with the pilot when the pilot reported the anomaly. I spoke with Carl today about your interest in those events and he gave me permission to submit his name to you as a primary information source. His telephone number is **907-552-4418**. His current address is

Carl E. Henley
Federal Aviation Administration
Systems Management Branch, AAL-535
222 West 7th Avenue
Anchorage, Alaska 99513-7587.

I hope this information will prove useful. Please let me know if I can be of further service.

Warm regards as usual,

Bob

Sky & Telescope
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October 15, 1987

Walter N. Webb
Charles Hayden Planetarium
Museum of Science
Boston, MA 02114

Dear Mr. Webb:

Jerome Clark has sent me the March/April, 1987, issue of the INTERNATIONAL UFO REPORTER with Bruce Maccabee's analysis of last year's JAL UFO sighting. What is one to make of a situation where two researchers (the other being Philip Klass) draw opposite conclusions from the same data? I have a suggestion that I hope will satisfy all concerned and lay this matter to rest, at least as far as SKY & TELESCOPE is concerned.

I am willing to run a VERY brief letter over your signature stating that Klass's analysis doesn't tell the whole story and that a conflicting analysis can be found in the INT'L. UFO REPORTER. I propose to avoid any mention of the details other than to say that the latter article cites evidence refuting Klass's claim that the UFO had an astronomical origin. Under your letter I'd run an even briefer "Editor's Note" indicating that Klass has published his revised analysis in the Summer, 1987, issue of THE SKEPTICAL INQUIRER. I'd suggest readers go directly to these sources to make up their own minds about the best explanation of the incident. } Omitted! (WW)

If that sounds OK to you, I can distill the letter from your original dated July 15th. Or, if you'd prefer, you can write me a new letter. In any case, please let me know if this strikes you as a fair way to handle the matter.

Incidentally, friends tell me the Hayden Planetarium renovations are terrific. I've finally joined the Museum of Science after living here 8 years, and I look forward to visiting the planetarium again in the near future to see the improvements for myself.

Sincerely yours,

Richard Tresch Fienberg

Richard Tresch Fienberg
Assistant Editor

10706 Meadowhill Rd.
Silver Spring, Md 20901
Sept. 3, 1987

Richard T. Fienberg, Ass't Editor
Sky and Telescope Magazine
Sky Publishing
Box 9102
Cambridge, Mass. 02238-9102

Dear Mr. Fienberg:

I was disappointed to learn from Walter Webb of the Hayden Planetarium in Boston that you have decided not to publish his letter to you disputing the claim by Philip Klass that the Japan Air Lines sighting could be explained, at least in part as a misidentification of the planet, Jupiter. (re: your NEWS NOTES of June, 1987, Webb's letter to you of July 15, and yours to Webb of July 30.)

Mr. Klass was not very careful in his analysis of the FAA data and his CSICOP publication is somewhat misleading. My own analysis of the FAA data disagrees with his. I was able to obtain through non-FAA sources further FAA data which establish the flight path of the JAL. My analysis is based on the tape recording of the conversations between the airplane and the air traffic controllers, the testimony of the crew and the other material. A brief summary of the results of my analysis is contained within the enclosed "comments" Klass' explanation. I have asked the Center for UFO Studies to send you a copy of my complete analysis, which provides the most complete history of the sighting available. As you will see, there is clear evidence against Mr Klass' Jupiter explanation.

Perhaps after reading the enclosed brief analysis of Klass' explanations and the much larger article in the IUR you will reconsider your decision not to publish Mr. Webb's letter.

Sincerely,

Bruce Maccabee

Bruce Maccabee

c: W. Webb, C.H. Planetarium
J. Clark, IUR/CUFOS

Sky & Telescope
SKY PUBLISHING CORPORATION • 49 Bay State Road
P. O. Box 9102 • Cambridge, Mass. 02238-9102 • 617-864-7360
Cable: SKYTEL Boston

August 10, 1987

Walter N. Webb
Charles Hayden Planetarium
Museum of Science
Boston, MA 02114

Dear Mr. Webb:

I have at last received the Summer '87 SKEPTICAL INQUIRER containing Philip Klass's updated analysis of last year's JAL UFO incident, which was the subject of your letter of July 15th. After having spoken with Mr. Klass and read his latest article, I have concluded that SKY & TELESCOPE did not err in its June News Note reporting the astronomical origin of the UFO.

It's true there are new revelations that were not covered by the News Note, but these appear to have simple explanations that don't bear on the veracity of the Jupiter explanation for the long-lasting, bright UFO. That being the case, publication of your letter would seem superfluous.

Still, I thank you very much for sharing your thoughts with us and for your continued interest in SKY & TELESCOPE.

Sincerely yours,

Richard Tresch Fienberg

Richard Tresch Fienberg
Assistant Editor

Museum of Science

July 15, 1987

Editor, Sky & Telescope
Sky Publishing Corporation
49 Bay State Road
Cambridge, Ma 02238-1290

Dear Editor:

Regarding the Japan Air Lines UFO sighting (June issue, pages 603-604), Philip Klass's Jupiter hypothesis does not explain the facts of this complicated case. (Klass himself has since revised his explanation.)

When the sighting began, two lights were reported about 30° to the left of the aircraft's heading (215°); brilliant Jupiter would have appeared more than 70° to the left of the plane, dimmer Mars about 55° left.

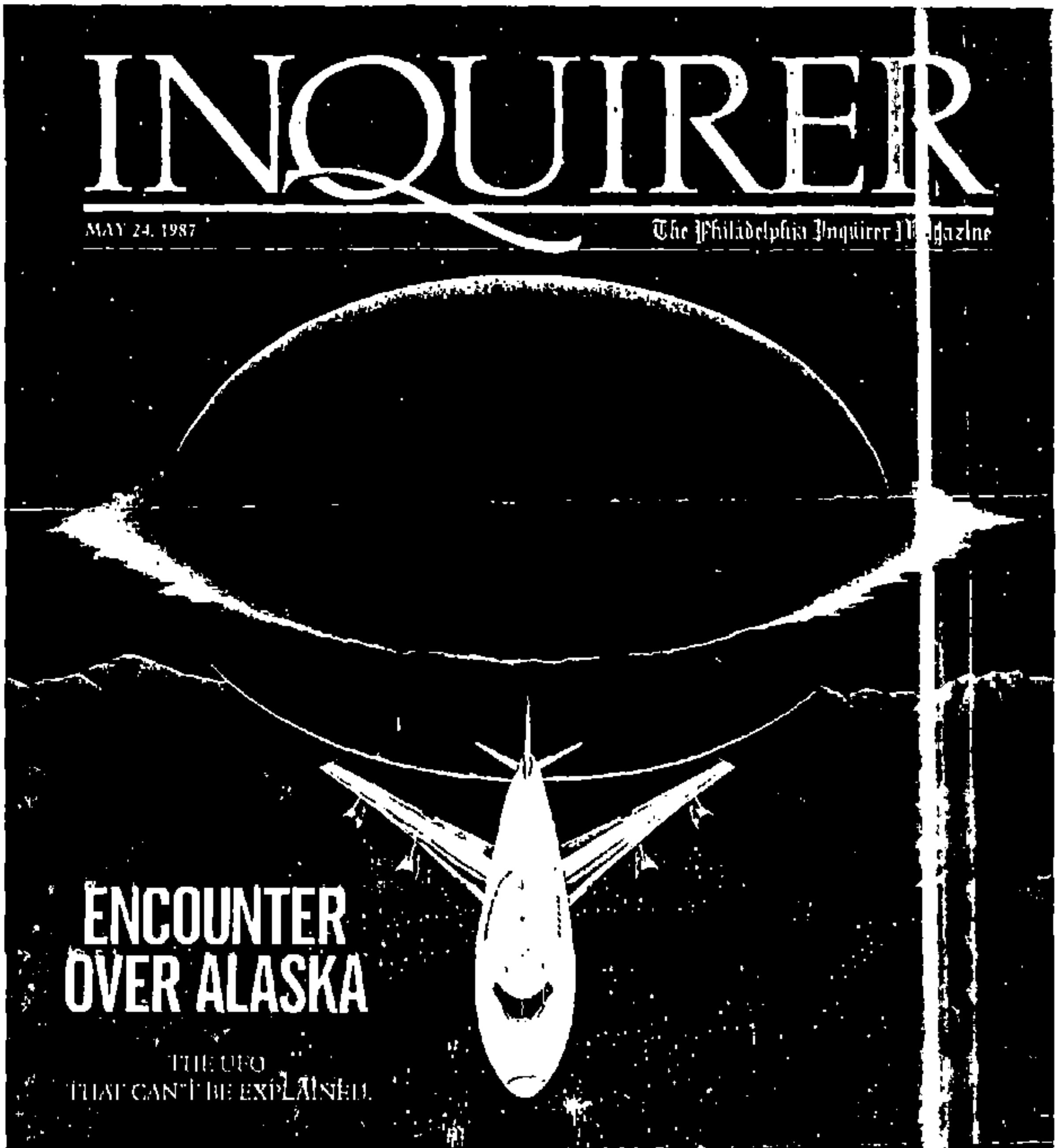
Klass appears to have ignored the pilot's complete description of what he said he observed. The captain stated that he watched two pairs of rectangular arrays of many lights and later a third much larger oval object dimly outlined. The other two crew members verified seeing a multitude of lights in front of the plane. The aircraft's weather radar displayed a target (range about 8 miles) which appeared in the same direction and altitude as the oval object seen visually by the pilot (again ruling out Jupiter). At the end of the lengthy sighting, it was reported that the large object dropped behind the aircraft far from Jupiter's position.

I believe the most detailed study of the JAL case is a 20-page discussion and analysis by Bruce Maccabee, a Navy optical physicist, in the International UFO Reporter, March-April 1987 issue, published by the J. Allen Hynek Center for UFO Studies, 2457 Peterson Avenue, Chicago, IL 60659. Maccabee examines chronologically the recorded communications between the crew and ground controllers.

Walter N. Webb

Charles Hayden Planetarium
Museum of Science
Boston, MA 02114

Plus: PENN'S PROFESSOR OF PETS / HERO OF STYLE: NANCY REAGAN



BY MARGUERITE DEL GIUDICE

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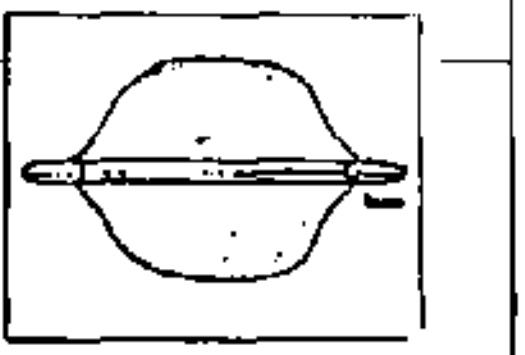
INQUIRER

MAY 24, 1987

Outer spaces



SOME ARE THE SIZE OF THREE floating football fields. Others look like gigantic yellow tennis balls, skipping across the sky as if they had come off some powerful extraterrestrial backhand. One seen in upstate New York four years ago was a tractor-trailer parked in the sky (presumably with out-of-state plates). Those sighted over Alaska last fall appeared as two shimmering bracelets accompanying an enormous flying walnut.

They are UFOs — unidentified flying objects — long the staple of schlocky sci-fi movies, cheap paperbacks and supermarket tabloids. In recent times, however, the high-tech imagination of Steven Spielberg has given UFOs a classier image. And a wider variety of people are reporting mysterious sightings. The usual rehashed books and wackos among us still see alien creatures drag racing across the heavens with great regularity. But they are not alone. Responsible citizens, trusted professionals are coming forward with reports of unexplainable phenomena. In the widely publicized case over Fairbanks, detailed in fascinating fashion this week by staff writer Marguerite Del Giudice, a veteran Japanese airline crew braved rejection and ridicule to tell their fantastic adventure of being surrounded in the sky — a story that neither radar screens nor the official monitoring them can explain away.

There is nothing new about believing in beings with powers greater than our own. Indeed, take a quick scan of our polluted, potholed, armed-to-the-teeth Earth and you'll hope that somebody out there knows more than we do. These days, the desire to believe is growing like the trade deficit. For all we know, so are the intergalactic flybys.

Fred

FEATURES

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By Marguerite Del Giudice. For nearly an hour, a huge, unrecognizable something, performing amazing maneuvers, followed a 747 over Alaska. Veteran pilots saw it. Three radar scopes tracked it . . . 14

LIFE AND DEATH IN 17 SYLLABLES
By Frank Rossi, photographs by J. Kyle Keener. Camden poet Nick Virgilio is a master of haiku, a kind of poetry that is like Virgilio himself — short and clean and powerful. You get what you see and much more. 18

PENN'S PROFESSOR OF PETS
By [illegible]. Alan Beck has hand-fed bats and endured dog bites to make the study of pets respectable. Now he is the world's chief authority on why we need Fido and Tabby. 28

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Cover illustration by [illegible] FARRELL

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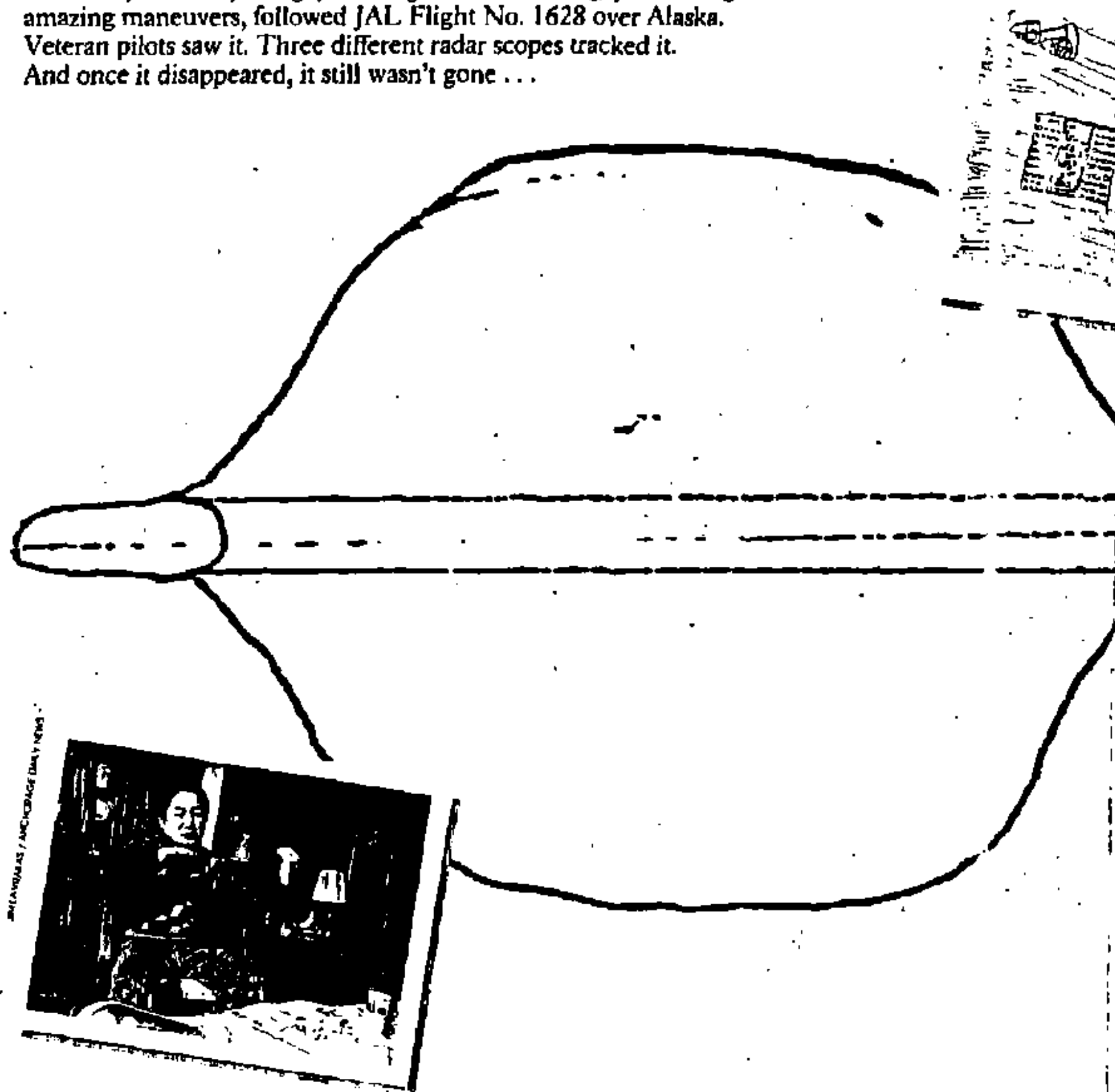
THE UFO THAT CAN'T BE EXPL

For nearly an hour, a huge, unrecognizable *something,* performing amazing maneuvers, followed JAL Flight No. 1628 over Alaska. Veteran pilots saw it. Three different radar scopes tracked it. And once it disappeared, it still wasn't gone . . .



JIM LAVRAKAS / ANCHORAGE DAILY NEWS

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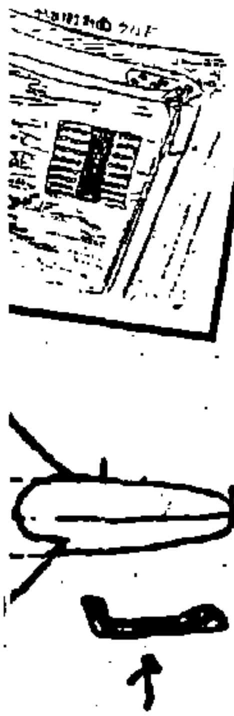


THE PILOT'S DRAWINGS

"Two spaceships and a mothership," is how senior JAL Capt. Kenju Terauchi described what faced his Boeing 747. His drawings for the Federal Aviation Administration show two squarish, flickering bracelet-like objects (top inset), the lights he described as "flying nozzles," as they appeared in the windshield of his aircraft. The enormous sphere with a lip around the middle, the colossal size of two aircraft carriers, dwarfed his comparatively tiny jumbo jet.

By

MARGUERITE DEL GIUDICE

THE OTHER UFO MYSTERY out of Alaska happened some winters ago when the citizenry of Anchorage erupted with reports of wavering lights floating high in the night sky. The duty officers at the Federal Aviation Administration were going wild. The public affairs guy was up all night on the phone. The wavering lightballs were being reported *everywhere* — it was weird and people were getting loony.

Somebody called up the control tower at Anchorage International and the tower said: Well, they look like balloons to us. So the reporters immediately went to the hot air balloon people and said: Have you been flying balloons? and it just so happened that all the hot air balloon people had just held a banquet and every single one of them was there, accounted for — so that blew that theory.

It was a nightmare until some FAA employees with teenagers started coming up to the public affairs guy, Paul Steucke, saying things in the hallways like, "Uh, Paul, my kid tells me . . ."

It turns out that the teenagers had devised an inventive way to amuse themselves in the biting, dry, desperately uneventful Alaskan winter at 20 below. They would take those flimsy bags from the dry cleaners and fashion a contraption involving thin cardboard with a votive candle stuck to it and soda straws strung together in the shape of an X. If you light the candle and breathe into the bag, the thing will fill with light and float in a wavery glow all the way up to 5 000 feet. The teenagers would send up six of these over half a mile, confounding the adults with manufactured lightballs.

The news was a huge relief. Some bags finally turned up hanging off telephone wires — Paul Steucke took pictures — and that was the most captivating event to emerge from the vast Far North in many years.

Until news broke last Christmastime that would prove far more troublesome to explain.

A veteran Japan Air Lines pilot in a jumbo jet reported being shadowed for almost an hour by something that looked and behaved like nothing he had experienced in his 29 years in the skies. His report began: *Two thousand years ago, if a hunter saw a TV, how did he describe it to other people? My experience was similar to this. . . . It created many questions that a human being cannot answer.*

His name was Capt. Kenju Terauchi.

The crew was shaken but stable — and convinced they had seen *something* that could be neither ignored nor readily explained. But no harm had been done, and at first all the FAA appeared to have on its hands were highly credible people reporting highly incredible things — fascinating but inconclusive. The scant files on the matter dropped quietly to the bottom of the investigation heap, and the sighting seemed destined to go down as just one of those crazy Alaskan things.

Of course, that's not what happened.

For Capt. Terauchi had unwittingly set in motion a sequence of events that would subject him to international attention — to excited curiosity and gawking and ridicule — and absorb the FAA in probably the biggest UFO controversy to be aired in the public domain since the Air Force got out of the UFO business in 1969.

Let's backtrack to that baffling Monday in November, around suppertime in the northern skies of Alaska, where the sun disappears until the middle of March . . .

MARGUERITE DEL GIUDICE is an Inquirer staff writer.

JAPAN AIR LINES FLIGHT NO. 1628, a Boeing 747 — a "heavy" — left Iceland bound for Anchorage on the afternoon of Nov. 17 flying above 30 000 feet and under a nearly full moon. It was the middle leg of a Paris-to-Tokyo cargo delivery. A big load of Beaujolais wine had been picked up in Paris the day before, along with Capt. Kenju Terauchi, First Officer Takanori Tamefuji and Flight Engineer Yoshio Tsukuba — who rode with the wine to Iceland and spent the night at a new hotel where the beds were too small.

The next day they took the fuel-efficient Great Circle Route over the pole. An unstable air current shook the plane for about two hours; otherwise, the flight was uneventful. But then they crossed the Canadian-Alaskan border and headed toward Fort Yukon.

Thirty-five thousand feet below, Carl Henley was placing them on his radar scope. The FAA's Anchorage Air Route Traffic Control Center hummed with a calm intensity and glowed in radar green — the climate of an inner sanctum. Henley's a big, mustachioed fellow from Arkansas with wavy black hair and seven years' experience as a controller. This was his sixth day of work, an overtime shift. He directed 1628 to fly directly to Talkeetna, and it was at this point, as the plane turned left in response, that the crew headed dead into their curious close encounter.

At first, whatever it was looked to the crew just like a couple of lights, moving off in the distance. The lights could have been fighter jets or special aircraft on special missions. The crew ignored them.

But the lights didn't go away, so First Officer Tamefuji radioed to ground control to find out whether anybody else was up there with them. When Henley told him no, Tamefuji replied in halting but adequate English: "Ah, we in sight two *traffic in front of us, one mile about*." A little too close for comfort.

Henley wanted to know if it was military or civilian, but the crew couldn't tell. They did see what looked like navigational lights, strobe lights.

Henley: Roger, sir. Say the color of the strobe and beacon lights?

JAL: The color is white and yellow, I think.

Now that was odd. White and yellow, but no red, the international color for aircraft beacons.

THERE WERE THIN AND SPOTTY clouds near the mountain below the plane. The air current was steady, the sky was clear as a windshield, and Terauchi thought the flying conditions were quite pleasant.

Then the two lights started maneuvering *like two bear cubs playing with each other*, Terauchi would write later. He had to try to take a picture of th[illegible] — maybe someone else would know what it was.

Flight Engineer Tsukuba handed Terauchi his camera bag, and a [illegible] of e[illegible] began. *Terauchi's Minolta Alpha 7000* was loaded with ASA 1[illegible] film, intended for outdoor daytime scenery on the ground, and here he was flying through the shadows of the sky, six miles up, in a darkened cockpit. It would never work.

He aimed. The autofocus lens whirred in and out, open and closed, like a dilating pupil — it wouldn't set a focus in the dark. He switched to manual focus, but the shutter wouldn't release. Then the plane started to shudder and he couldn't hold the camera still.

I placed my camera back in the camera bag and concentrated on observing the lights.

The crew was fixated on these objects, not knowing what to think. Then the experience turned hairy — the things came at them, *stopped in front of our face, shooting off lights.*

The inside of the cockpit shone brightly like a small den with a big TV, and Terauchi felt warmth on his face. These things were big, at least the size of a DC-8. He thought he might be flying into the rear end of some aircraft, into a midair collision.

The ships appeared to hover in front of the jumbo jet, then flew in level flight at the same speed, *slightly higher*, 1 000 feet away — a stone's throw by the distance rule of the sky. Terauchi could see what looked like exhaust pipes and rotating rows of amber and white lights in the middle of these flying nozzles.

Something about them reminded him of a charcoal fire.

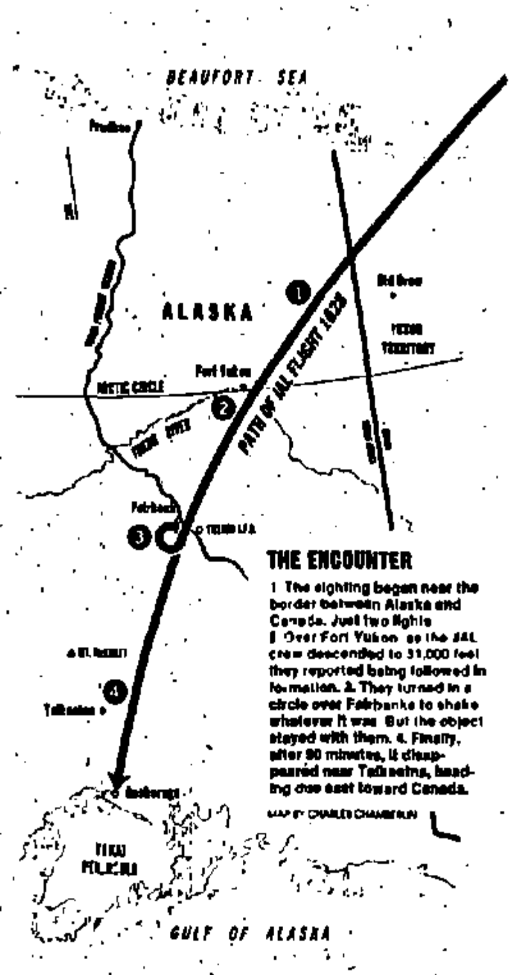
No man-made machine could do what these objects were doing, Terauchi thought. Flying in tandem around a jumbo jet hurtling through space at 600 miles an hour? It made no sense.

For three to five minutes the ships stayed in formation with the jumbo jet, then moved forward and over to the left. *Honestly, we were simply be[illegible] mistaken.*

The fear of a midair collision had passed.

We probably would have felt more in danger and would have been prepared to escape if the spaceships were shaking unsteadily or were unable to st[illegible]p themselves. But there was nothing unsteady about these airships — their maneuvers were flawless.

continued on next page



THE ENCOUNTER

1 The sighting began near the border between Alaska and Canada. Just two lights 2 Over Fort Yukon as the JAL crew descended to 31,000 feet they reported being followed in formation. 3 They turned in a circle over Fairbanks to shake whatever it was But the object stayed with them. 4. Finally, after 50 minutes, it disappeared near Talkeetna, heading due east toward Canada.

MAP BY CHARLES CHAMBERLAIN

AS SEEN ON RADAR

The small diagonal slashes represent JAL Flight No. 1628 as it appeared on the FAA's radar scope. At first, the FAA said the tiny dots next to the slashes represented another object or objects Then, after reviewing the radar tapes, the agency said the images looked like "split beacons" — accidental echoes of the jumbo jet itself familiar radar quirks that just happened to coincide with the crew's visual reports.

UFO

continued from previous page

GROUND RADAR HADN'T registered anything near 1628, so nothing was likely to show up on the cockpit's weaker X band weather scope But the captain set the distance range to 20 miles — and to his surprise, something popped up A large, green, round object, seven or eight miles away in the direction of the thing outside his window

Henley: Japan Air 1628 Do you still have visual contact with the traffic?

JAL: Affirmative we have radar contact. . . .

And then, so did Henley — a radar hit about five to eight miles from 1628.

He radioed Elmendorf Air Force Base, and the controller there reported picking up something too — a weak return about eight miles ahead of 1628 at 10 o'clock. It lasted a minute, minute and a half. Radio interference and an object seeming to register on three different radar scopes. What was this?

JAL: It's, ah, I think ah a very quite big ah plane

Fort Yukon was diagonally below and to the right of 1628, and the setting sun painted the sky in a reddish stripe. The east side the side where the objects were, was still pitch dark

We had no fears so far but began to worry since we had no idea for their purpose

Up ahead they could see lights from Eielson Air Force Base and Fairbanks.

The lights were extremely bright to eyes that were used to the dark How bright it was! We were just above the bright city lights and we checked behind us Alas! there was a silhouette of a gigantic spaceship We must run away quickly!

JAL: Japan Air 1628 Ah, request descent request three one zero.

Henley: Japan . 1628 heavy. Descend at pilot discretion. . . Do you still have your traffic?

JAL: Still, ah, coming, ah, ah, right formation In ah formation.

Henley: Japan Air 1628 heavy . . . deviations approved as necessary for traffic.

When we checked our rear, there was still the ship following us We had to get away from that object A globular craft with a lip around the middle, the colossal size of two aircraft carriers laid end to end

What could it possibly want — the Beaujolais?

Henley: Japan Air 1628 heavy Sir, I'm going to request you to make a right turn, three six zero degrees three hundred and-sixty-degree turn And advise me what your traffic does then

JAL: Right turn, three sixty.

We set in turn right on a 30-degrees bank. We looked to our right forward but did not see any light

It had disappeared

We were relieved We returned to level flight But when we checked to our rear the object was still there — in exactly the same place

On the ground, Carl Henley was glued to his radar scope. You're not supposed to have unknowns in air traffic control There isn't much room for error and the system relies on an unquestioned mutual trust between controller and pilot. A controller has feelings about an airplane, even though it's just a little blip on a scope. When he's talking to a pilot, he's inside the cockpit with him This 747 was reporting unidentifiable aircraft, and Henley's job was to get him safely away. He and the other controllers assumed they were tracking a second aircraft.

"I never thought of it as a UFO," he would say later

VETERAN CONTROLLER SAM RICH returned from a lunch break and took over communications with the military so Henley could devote all his attention to 1628. Elmendorf radioed over that "on some other equipment here we have confirmed there is a flight, size of two," around 1628.

Rich: Is he following him?

Elmendorf: It looks like he is, yes.

Oh, God . . .

Henley radioed the news to JAL and asked if the crew wanted the military to scramble on the traffic.

JAL: Negative, negative.

Uneasy as he was, the pilot didn't want to chance someone else getting hurt trying to help him and his crew. *Even the F 15 with the newest technology had no guarantee of safety against the creature with an unknown degree of scientific technology. We flew toward Talkeetna The spaceship was still following us not leaving us at all.*

The FAA shift supervisor Ronald Stephens, a lean, older fellow with a graying reddish beard who is given to string ties and cowboy boots, thought a lost aircraft might be following 1628's lights into Anchorage.

His radio and navigation might have quit, Stephens figured.

So he followed procedure and alerted the U.S. Customs office at Anchorage International, and somebody called Hank Elias — the transplanted Oklahoman who's in charge of the FAA's air traffic division in Alaska.

Elias couldn't know whether it was a system failure or a life threatening situation. And the proximity of the Soviet Union was always a factor it could be an exotic experimental craft or a defecting jet. The U.S.S.R. is so close to the United States up there that two guys in eight months had illegally walked across the frozen Bering Strait from the Alaskan island of Little Diomede to the Soviet island of Big Diomede. The Soviet Union likes to send its Bear bombers into Alaskan air space, carrying electronic snooping devices and sometimes missiles, and the United States likes to send its latest F 15s to intercept and escort them off They listen to each other's radio transmissions, obtain radar frequencies, try to determine the capabilities of each other's aircraft. Sometimes, a Soviet fighter will tuck in so tight behind the tail of a commercial airliner that the pilot never even knows. And if the Soviet jet shows up on radar he'll register periodically only as a little dot — looking just like a split beacon an accidental split image, of the airliner Shadowing it's called

Over the phone, Elias grilled the fellow who called. What did the pilot do, say,

see? Did the center have any flight plans on anybody this could be?

Henley: Do you still have the traffic?

JAL: Affirmative. Nine o'clock.

WHATEVER HAD SHOWED UP ON the military radar wasn't there anymore. And Henley wasn't feeling much either. He had never really gotten a good track on whatever it was. United Airlines Flight No. 69 had just taken off from Anchorage. It was in the same air zone as 1628. Henley radioed the pilot to go take a look around 1628, and a Totem C 130 military flight with extra gas offered to fly over as well.

Up in the JAL cockpit, 1628 could make out the United airliner. The two planes flashed landing lights at each other, and the United pilot advised ground control that he could see 1628, set against a light background.

We were flying the east side of Mount McKinley. ... We knew that they were watching us. When the United plane came by our side, the spaceship disappeared ... suddenly, and there was nothing but the light of the moon.

Neither United nor the Totem C 130 saw a thing, other than the JAL jumbo jet.

Whatever it was had split — instantaneously, it seemed to the crew — toward the east, toward Canada.

THE STUNNED CREW of Flight No. 1628 landed about 6:25 p.m. on Runway 6R at Anchorage International, ending a 50-minute ordeal that was terrifying and fantastic. Henley immediately took a breather to clear the knots out of his gut. With ... questions in my mind that I couldn't answer ... he sat down to write his report, as the head of security for the FAA pulled up in his Lincoln Continental.

This would be Jim Derry, a steely, bulky, bearded man without hair, who was once an adviser with the Army's Special Forces in Vietnam. He, security agent Ron Michle and James Wright from flight standards ran the crew around the block a couple of times on what they'd seen. "We weren't really sure what we had," Derry said later. "Was it a security situation, or a violation of air space? It was just a strange thing."

Derry judged the captain to be "a very stable, competent professional." He was sure he was concerned. "It's like driving down the highway on an empty road and all of a sudden four lights come up over your left windshield and follow you for an hour," said Derry. "It gets your attention."

The first officer and flight engineer hadn't had as clear or sustained a view as the captain. "But what they saw, they saw pretty much the same," Derry said. He made notes, judged the crew to be *normal, professional, rational, no drug or alcohol involvement.*

It didn't seem to Derry that any further investigation would be warranted by security. "There was nothing there," he said, "to indicate that anything was insecure. If anybody decided to do anything, it would have to be the people at flight standards, or air traffic control."

Finished at the airport, Derry drove over to a hotel in Anchorage where a security guy from Washington was staying — Dave Smith, manager of the FAA's Investigations and Security Division, who was in town to talk about drug monitoring programs. Derry had spent the day showing him around. He took Smith for coffee, told him all about the sighting, and the two men mused over the bewildering things that sometimes happen in the vast open terrain of the far Far North, in America's last frontier.

FOR WEEKS NOTHING happened.

The FAA inspectors already had their hands full with far more pressing cases, crashes in which people had died, and the JAL sighting got banished to the bottom of the investigations pile. Out of sight, it was out of mind — until the day before Christmas, when Paul Steucke got a phone call from Shoichi Kibe, an Anchorage restaurateur and correspondent for the Kyodo News Service of Japan.

It seems that Capt. Terauchi's spellbinding report was the talk of the cockpit among Japanese pilots. The London bureau chief for KNS, Hiroshi Iguchi, had gotten wind of it from some Japanese fliers he was friendly with, and he had interviewed the captain at the Forum Hotel, a JAL haunt, when Terauchi flew through London in December. Soon KNS was dispatching Shoichi Kibe to confirm the story with Steucke. The forgotten JAL sighting was about to be raised from the dead.

"Somebody had picked up pretty good information," said Steucke, a lean, silver-haired career government employee, like his father before him, who drives a white Porsche and keeps a jar of M&M's on his organized desk. Kibe wanted to know if it was true.

Steucke looked back five weeks in his files and told him, "Yeah." It had completely slipped his mind. Kibe was welcome to come over — Steucke would give him whatever information was available. After all, this was Alaska. "You ask a straight question up here, you tend to get a straight answer."

Steucke had no idea what he was about to get into after the holidays, even after Jeff Berliner of United Press International in Anchorage called, wanting to know about this JAL sighting that was making the papers in Tokyo. Steucke got the file out again. Berliner talked to Jim Derry, probed a little deeper and filed a story that night that was transmitted nationwide.

The next day reality set in. The phones rang and rang and rang. It reminded Steucke of the first big story he had handled three weeks after taking this job in 1983, when a Korean Air Lines Boeing DC 10 taking off on a foggy day had taxied down the wrong runway in the wrong direction and run over a Navajo twin engine commuter flight with eight people on board. The office was inundated with inquiries, day and night, until Steucke could get the news out that no one had been killed.

But this story was far more idiosyncratic — and trickier to shake. Steucke was going to have as much trouble getting rid of it as the JAL crew had with whatever those tenacious lights were that had shadowed them.

Of course, most inquiries came from reporters. But Steucke just took that as a reliable reflection of genuine curiosity among average citizens — the reporters were only acting on their behalf as scouts.

Before long, Steucke started hearing rumblings from afar that higher ups in the FAA were queasy about any association with unidentified flying objects. The agency's image might be tarnished.

Steucke had split for Alaska 12 years ago, to get away from the commutes and hassles of the East Coast, and word of the honchos' uneasiness made him yearn to go paint pictures — his avocation. He started to wonder where he was treading, how far he should go.

Like Capt. Terauchi, Steucke had entered the dangerous arena into which are cast all those who dare to publicly involve themselves with unidentified flying objects. UFO indicates just that, a flying object that is simply unidentified, regardless of speculation about its origin. But to many, the term has come to suggest the flying saucers of supermarket tabloids. Those who show interest risk being labeled as true believers in visitors from outer space, intellectual flyweights or just birdbrains with plenty of room upstairs to rent. To avoid ridicule, most serious researchers have retreated to the shadows and keep their mouths shut about what could be going on in the seemingly infinite universe.

Capt. Terauchi probably would have been wiser to do that; he could have spared himself the phone calls, the rubbernecking, the mockery. But by all accounts he is an honest and forthright man. By doing his duty, by reporting in good conscience something in the sky that wasn't supposed to be there, he brought public controversy upon himself and embarrassing scrutiny within a profession that is highly conscious of image.

The FAA, meanwhile, did not want to encourage public hysteria by cavalierly releasing information whose meaning it could not ascertain. It also did not want to cast aspersions on the crew — it had no reason to — or create the impression that it had anything to cover up, because it didn't. The FAA just didn't *know*.

It was a lose-lose situation.

THE AIR FORCE HAD spent 22 maddening years investigating UFO reports before closing down the last government watchdog, Project Blue Book — and the FAA had no interest in picking up where the retreating Air Force had left off. The UFO issue had lent itself too readily to fantasy and hoax; it was impossible to control. Its history had been protracted, complicated and attended to by myriad panels and projects that passed the hot potato around without settling anything — a scenario laid out in *The UFO Controversy in America*, a 1975 book by Temple University professor David Michael Jacobs.

Ground control: Do you still have the traffic? JAL: Affirmative. Nine o'clock.

Project Blue Book had been preceded by Project Sign, Project Grudge ... Project Twinkle, with the high point of Air Force involvement occurring in 1952. There had been a tremendous number of UFO reports that year — including radar scope sightings, later deemed inaccurate, that led the Air Force to scramble jets to intercept UFOs above the nation's capital. So the CIA convened a panel of five distinguished nonmilitary scientists — the Robertson Panel — to examine whether the sightings threatened national security. After 12 hours of study over three days, the panel concluded that the real danger didn't seem to be the UFOs. The real danger was the UFO reports — seemingly more credible because of the Air Force's sustained interest ... reports that could expose the public to "psychological warfare" and "skillful hostile propaganda" that might "induce hysterical behavior and harmful distrust of duly constituted authority." The Russians would surely get us.

Informed critics argued that the government was going about the investigation all wrong, that investigators were preoccupied with the potential threat to national security — this was the '50s, after all, the height of the Cold War — and not with serious scientific analyses of the thousands of cases from all over the world.

But no matter what the Air Force people did, certain UFO quarters routinely suspected them of orchestrating elaborate cover ups.

The flying saucer business was the biggest public relations headache in Air Force history. Finally, the Condon Committee, an academic group convened in 1969 to come up with a nonmilitary read on the situation, said exactly what the Air Force wanted to hear — knowledge wouldn't be advanced by further study and Project Blue Book should be put to sleep.

It was, in 1969, and the examination of UFOs passed into the hands of independent researchers and private organizations such as MUFON and CUFOS — the Mutual UFO Network based in Seguin, Texas, and the J. Allen Hynek Center for UFO Studies in Glenview, Ill. The vanguard of current research centers on increasing reports of abductions that involve traumatic medical examinations on members of different generations of the same families — hair thin needles inserted up the nose, plugs of skin taken from backs, arms, legs.

No — the FAA had no interest in arousing history's tendency to repeat itself. The government had learned its lesson well. The emotional uncertainty issues related to unidentified flying objects were in no way conducive to bureaucratic control.

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SO NOW YOU SEE WHAT the captain and the FAA had gotten themselves into.

Dozens of times day after day the phone rang in Paul Steucke's office: NBC in New York, Radio Hawaii, Star Magazine, Canadian Broadcasting, The Sunday London Mirror, The French News Agency, The Washington office of TRUD, the Soviet National Daily Newspaper, National Public Radio, People magazine.

Public response was so great that the FAA decided to interview the JAL crew a second time and review the radar tapes. And Steucke started thinking strategy. What was the FAA's role and responsibility? What did it know?

The first officer and the flight engineer again corroborated the captain's dramatic report. But the FAA decided that the radar tapes did not — necessarily. The object on radar was now thought to be an accidental split image of the JAL 747, Steucke said, and not a separate object — a familiar radar quirk. The people at Elmendorf meanwhile emphasized that their radar signals hadn't lasted long enough to be confirmed, and they attributed the apparent blip to coincidental electronic clutter.

The calls kept coming. Steucke kept getting new bits of material, and the thread of the story kept wandering. He felt as if he were blowing up a balloon — each time he doled out a bit of information, the story got bigger. He was constantly looking for holes in the data and trying to stay ahead of the reporters — not always with success.

Hal Bernton, for one, of the Anchorage Daily News.

After the FAA explained its double radar signal as a "split beacon," Bernton tracked down controller Sam Rich, who told him that three controllers had seen a radar image of an object near 1628 that night, and all three of us thought there was a track or aircraft. (That would be Rich, Henley and John Aarnink, who had stepped in to help out.) The track may not have been very strong, Rich told Bernton, but none of the controllers at the time thought it might be a split image of the 747.

Steucke called Rich in for a chat. He made Rich aware of the awkward position he had put the other controllers in — speaking for them without their knowledge. And from then on, Rich referred interview requests to Steucke's office, where reporters were informed that Rich didn't want to talk. A message also went out over the FAA employees' "code-a-phones" at work, warning that reporters would hound them on this story and that FAA policy required them to go through public affairs.

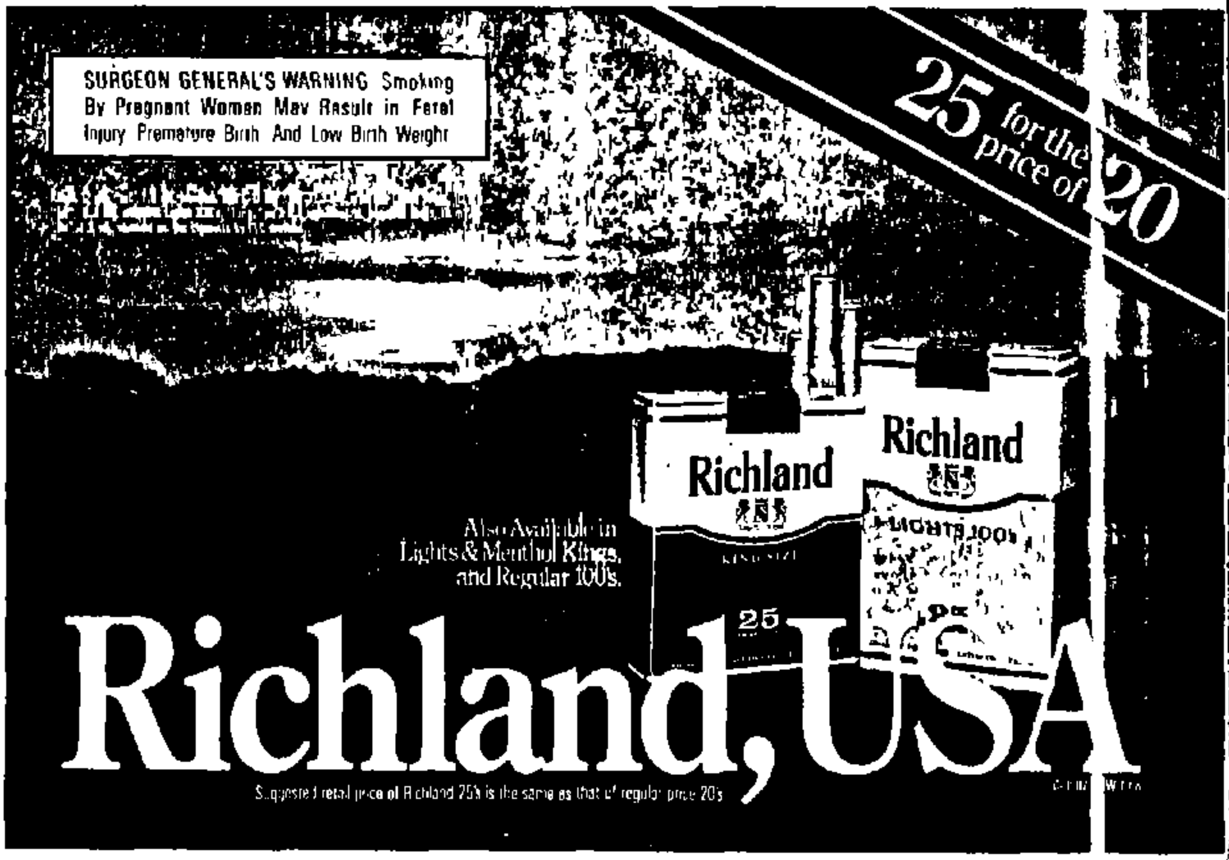
Steucke worried that this mix-up made him look bad. One day he's saying only one controller had handled 1628, and now he finds out there were *five*, counting supervisors, and they seemed to be disputing the FAA's publicly stated position! *What in the world was everybody going to think!*

At least he wasn't handling an air crash. The subject matter was fascinating, and things kept happening. Early on Jan. 11, for instance, Capt. Terauchi again reported seeing unusual lights while flying over Alaska. Once he landed and learned the location of a reported temperature inversion, he provided an explanation. As he flew near Arctic Village, the town lights had gotten distorted by bouncing off ice crystals created when cold air got sandwiched between two layers of warm air. Not a rare phenomenon. But initially the information was presented as if the *FAA* had come up with the explanation. Terauchi complained to reporter Hal Bernton, aware that it made him look like a crackpot.

Hank Elias, the Alaska air traffic manager, felt bad for the captain. A pilot is always seeing things in the sky, he says, because that's where he's looking all the time. "You see things," he says, "and you rationalize." That's a star, that's another airplane, that's a navigational beacon. So the captain sees something, and it doesn't look like anything he's seen in 29 years of flying. Then, says Elias, he's got to look at everything else with a critical eye from now on. "... the other guy's got to take a real hard look and say, 'Is that another one?'"

Inside the FAA's offices, meanwhile, the attitude was, *I can't believe it. Why all this interest?* But the sighting also generated wonder. For all anyone knew, the United States or the Soviet Union was testing some advanced experimental craft — what better place? Or maybe there was a physical explanation beyond our current awareness, as meteorites once were, and radioactivity, atomic fission, the anomalous motion of the perihelion of Mercury. And was it likely that in all the vast universe only Earth would be singled out for life?

"We all carry with us the seed of the possibility that what Capt. Terauchi described could actually have been there," says Steucke. "The debunkers are trying to keep us honest. At the same time,



Every time the public affairs guy doled out information, the story ballooned.

the believers are trying to keep the possibility alive."

THE INQUIRIES KEPT COMing — mostly from the media and some from independent UFO investigators like Richard Haines, a compact, precise, polite California scientist in wire rimmed bifocals who still pulls out chairs for women. When people called Steucke with scientific questions, or wanting to know about other pilot sightings, he sent them to Haines.

During the day, Haines works at NASA's Ames Research Center in Mountain View as chief of the Space Human Factors Office — they're helping design the interior of the space station as well as new space suits. At night and on weekends, at his own expense, he tries to keep track of and explain high-altitude sightings like Capt. Terauchi's — his hobby for 20 years.

He thinks pilots make good subjects: highly stable, highly trained, highly motivated, scientifically inclined, and unlikely to make casual reports of strange sightings, because of the potential to be embarrassed among their peers. Plus, an airplane comes with instruments that can record phenomena — "a flying laboratory," says Haines.

Over the years he has looked into 3,000 pilot-sightings and explained 2,600 of them as illusions or misidentifications of atmospheric phenomena. "But nonetheless," he says, "I have quite a few that are very unexplained. I would say 600." The Alaska sighting is one of them — but he says the only really unusual thing about it was the publicity. "People tend not to know about the others."

Like the dozen or so UFOs that six Brazilian jet fighters chased for half an hour last May after the objects registered on radar in Sao Paulo. Or the young Australian pilot Haines has just written a book about — who in 1978 reported a strange craft in his vicinity, then disappeared, while flying in a Cessna to buy some crayfish for a party.

Haines heard about the JAL sighting and proceeded to educate himself about the relevant radar systems and the dynamics of the Boeing 747. He got hold of wind aloft charts and weather photography. He worked the phones: Elmendorf, Steucke, Derry, JAL, the pilot and first officer of the United jet. And he interviewed Capt. Terauchi for three hours by telephone with the help of a Japanese friend who is a pilot with a Ph.D. in engineering.

When Haines asked Terauchi how the two objects he first saw had moved in space, the captain said: "They move together as if they have a common center of gravity and they oscillate slightly with a random wavering motion." The instant he flashed his landing lights at the United jet, whatever was following him disappeared.

"Wheddya mean, disappeared?" Haines asked. And Terauchi said:

"The lights went out."

IT WAS SOMETIME AFTER Haines spoke with the captain that Philip Klass, another noted independent UFO investigator, advanced a widely published theory that the captain had actually been looking at Jupiter and maybe Mars.

It was late in January by then.

For many years, until his semi-retirement last June, Klass had been the senior avionics editor of *Aviation Week and Space Technology Magazine*. And for more than 20 years, his hobby has been to investigate "seemingly mysterious or famous UFO cases," he says.

"I have emerged — it sounds immodest, but I think it's true — as probably the leading skeptical UFO investigator in the country, if not the world," he says. "After 21 years, I have yet to find a case that I did not believe could be explained in prosaic or earthly terms. Because of this position, if there is an important new UFO case I cannot afford to ignore it, if you will. It's sort of as if Sherlock Holmes were a real person living today he couldn't afford to ignore Jimmy Hoffa's complete disappearance or other such seemingly mysterious crimes."

Klass didn't interview the pilot, because after hearing him on Larry King's late-night radio show, he says, "it was evident that he is not too skilled in English, and I don't speak Japanese." But his FAA contacts enabled him to "read and make extensive notes" of a transcript of the taped conversation between the cockpit and the ground. Then he approximated the southeasterly direction in which the captain and crew were looking, consulted "a professional astronomer" and worked out a theory.

Jupiter was extremely bright and visible in the direction of the reported UFO and Mars was just below and to the right of Jupiter, which could explain the pilot's initial report of two lights.

Jupiter was only 10 degrees above the horizon, making it ap-

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pear to the pilot to be roughly at his own 35,000-foot altitude," Klass wrote in a report for the Buffalo-based Committee for the Scientific Investigation of Claims of the Paranormal, of which he is a founder.

HAINES COULDN'T buy the theory. It focused only on the very end of the 50-minute episode, and did not take the crew's entire experience into account.

"There's no way it could be a planet," he says. "The autopilot was flying the airplane in a straight line. Terauchi tells me that the object first appeared at 12 o'clock, then moved out rather quickly to 10 o'clock or 10:30 before it came back again."

That's not Jupiter, he says, because Jupiter doesn't move. "If the airplane is stable ... and Jupiter is stable, it doesn't explain this business" of the objects moving back and forth. Besides, he says, the objects were way too big to be planets.

When the story about Klass' Jupiter theory came over the wires at the Anchorage Daily News, Hal Bernton called up Terauchi. The pilot was adamant — he had recognized Jupiter during the flight, and whatever had tailed him was no planet.

Klass laughed when told that the pilot had rejected his explanation. "This is par for the course. When a person is a dedicated UFO believer, as the pilot is and was, he'll always deny a prosaic explanation. You know, of course, that he's a UFO repeater."

Klass was referring to the captain's second interview with the FAA. When asked if the Nov. 17 sighting was the captain's "first experience," the captain told of two other occasions. Once, from his home, he had observed bright lights for 10 minutes at what he judged to be 10,000 feet. And five years ago, on a cargo flight south of Formosa, "when we start climb we see *lefthand side big mother ship*." But he said it was too weird — he wasn't feeling well, and he ignored it.

Asked to comment on these remarks, Steucke said, "The fact that he saw a couple of other things, I think, is overweighed by the balance of the fact that he's a captain for a large airline and has flown for a long time and has a great deal of responsibility."

AT A CERTAIN POINT, THE FAA decided not to release any more information until all the material had been gathered and scrutinized. While the lid was on, Elias, the air traffic manager, hand-carried the radar disc pack to Washington and picked up Harvey Safter, the FAA's director of Air Traffic Evaluations and Analysis. Their mission was to take a final good look at the radar returns, with the help of the staff at the FAA Technical Center in Atlantic City. The computer there could regenerate the signals into a pattern by stringing them together like pearls.

They looked and looked and looked at it. They played the radio tapes, trying to re-create the actual scenario. Five times they looked at it.

"We come to the conclusion," says Elias, "that, uh, you know ... we can't confirm nor deny. If the [crew] had never said anything, we would have said, 'We see that every day.'" It would have been passed off as a split beacon or "uncorrelated target."

This occurs when the signal coming off the skin of the airplane and the signal coming out of the airplane's transponder don't hit the ground at exactly the same moment. "It's just like an echo," says Elias. On the radar scope it looks like a little dot next to the slash that represents the airplane. Elias noticed one odd thing: The dots jumped around in relation to the slash. It wasn't unheard of, but it wasn't usual either.

What may have caused the split beacon was not determined. But both Steucke and Elias agreed that the coincidence was extraordinary — a crew reporting something outside their window and on their cockpit radar at the same time that both the military and the FAA were receiving intermittent radar signals in the plane's vicinity. Steucke passed off the synchronicity of events as "ironic."

Says Elias, "You can't be absolutely positive. That's an honest answer. ... The FAA is not saying it positively, absolutely, without a shadow of a doubt, is a split beacon. ... We neither confirm nor deny."

Elias returned to Alaska with his "inconclusive results." "The Admiral," FAA administrator Donald Engen, an old jet pilot, wanted to be kept abreast of what was what, so Elias and the controller briefed him by phone. And someone on Harvey Safter's staff briefed the presidential science adviser.

BY THIS TIME, ALL THE MAterials related to the Nov. 17 sighting were trickling into Paul Steucke's office from half a dozen different places, and he scheduled a news conference for March 5 in Anchorage.

He also drew up an extraordinary order form of materials related to the sighting — Terauchi's narrative report, for instance ($1.10), or tapes of conversations between ground con-

The pilot was adamant — whatever had tailed him was no planet.

trol and the JAL ($50), or inscrutable 8-by-10 glossy blow-ups of radar signals ($10). The deluxe package cost $194.30 — the ultimate inside look at this increasingly bizarre little incident. A story about it ran over the wires.

There were hundreds of requests for various parts of the package. More than a few wanted the whole thing. And everybody wanted it right away.

THE FULL AND FINAL news conference that was intended to kill this story once and for all was an anticlimactic event at which the FAA released two pounds of documents and no conclusions. It took place in a spacious room with an American flag in a corner and unfathomable diagrams of airplanes and radar signals up on the white boards that lined the room.

Steucke was the only FAA person available to answer questions. He had called up the Air Force people and they told me three things to say. Their radar signal was clutter, there was no scramble and there is no investigation. And none of the FAA's technical people would be there to answer questions, he said, because frankly they're gun-shy as hell about it.

Besides, the FAA [illegible] in the UFO business, would [illegible] be in the UFO business in [illegible] future, and did not intend to conduct a scientific investigation, he said. "We pursued this from what I would call an operational systems view. ... We were out to determine if there was another aircraft there which we were not able to do one way or the other."

He did mention a couple of other unusual (or less dramatic) pilot sightings above Alaska, but the bottom line on this one was that the safety of the air traffic control system had not been compromised — case closed.

EPILOGUE

RICHARD HAINES HAS moved on to other sightings by pilots. The Alaska sighting "will go down as a good case," he says. Not the best. But a good solid case for which there is no logical explanation. But he's afraid the publicity it generated will discourage pilots from reporting unusual phenomena — if they realize that whatever they tell ground control could be turned over to the American public for a fee.

Back in February he received a post card from Capt. Terauchi who apologized for not answering Haines' follow-up letters. "Sorry for the delay," the captain wrote, "but things are getting hot" — don't call me, I'll call you.

Roland Stephens, the shift supervisor in the control room the night of the sighting, has had some medical problems and is on sick leave. He says that if he had been in Capt. Terauchi's position he would have kept his mouth shut, or told what he had to tell as a humorous story.

Carl Henley, who handled the JAL flight that night, wants you to know he's just an air traffic controller who likes his job. He'd like to talk to Capt. Terauchi one day — he feels they've been through something together — and find out whether there was anything he could have done for the pilot that he didn't do.

Paul Steucke and his wife went out to dinner to celebrate on the night of the final news conference. Life was good. Two galleries in Alaska were carrying his artwork, he was flirting with a third in Honolulu, and he was about to be named a federal employee of the year in a competition involving 30 U.S. agencies in the Anchorage area.

And Capt. Kenju Terauchi, the veteran pilot who did his duty and reported what he saw, has moved back to Tokyo after three years in Anchorage, where he had liked to fish for red and silver salmon. The easy speculation is that he decided to distance himself from an event that had caused him more harm than good. But JAL insists the move was a routine rotation. The captain left instructions with the airline to tell anyone who calls that he stands by his account — and does not wish to give it again. Anchorage Daily News reporter Hal Bernton was left with the impression that Terauchi felt he got hung out to dry. The pilot grew more reticent with each conversation; he seemed frustrated. But he remained convinced that Flight No. 1628 had indeed encountered something highly advanced technologically and unlikely to have originated on Earth.

"I can't understand the technology," he told Bernton, "but it was not dangerous."

If there is a next time, Terauchi said, he might try blinking his wing lights four times, then twice more — "Hi" in Morse code. And perhaps one day someone else will see what I saw, he said, and his controversial experience will take on new meaning.

"I think," said the captain, "we have to keep this secret." □

Walt -

3-8-87

Thanks for the note on the Anchorage press conference. I didn't make it up there, but got the account from the Anchorage paper (enclosed).

Its hard for me to swallow the FAA's conclusion that a radar anomoly occurred at the exact (and only) time when the UFO was sighted.

Great article in the most recent journal. Thanks!

Dick Farrell

nchorage Daily Ne

ANCHORAGE, ALASKA, FRIDAY, MARCH 6, 1987

THE OFFICIAL WORD ON MYSTERY IN TH... SKY

Anchorage Daily News/Michael Penn

FAA spokesman Paul Steucke waits as reporters read his agency's findings about the JAL pilot's sighting of a UFO.

FAA has no conclusion about UFO

By HAL BERNTON
Daily News reporter

The Federal Aviation Administration Thursday released the results of its investigation of the celebrated Nov. 17 sighting of UFOs by a Japanese Air Lines crew. There was first-person testimony from the JAL crew members, statements from controllers and reams of radar data. Everything but a conclusion.

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The crew reported the target quickly moved off their radar screen at an estimated speed of 300 miles a minute. They reset their screen from a 50-mile to a 100-mile radius. They briefly spotted the target again. Then it became lost in the radar clutter created by the Alaska Range. The crew never saw the U...

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In an interview with FAA officials, Terauchi said the Nov. 17 incident was the third UFO sighting of his 29-year career as a pilot. A fourth sighting Terauchi reported in January he later dismissed as the lights of a town reflected in the clouds by an air inversion.

Co-pilot Takanori Tamefuji and engineer Yoshio Tsukuba said the November sighting was their first. Both, in interviews with FAA officials, confirmed parts of Terauchi's account.

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PHONE 512/379-9216

MUFON

MUTUAL UFO NETWORK, INC.
The Scientific Investigation of Unidentified Flying Objects

WALTER H. ANDRUS, JR.
International Director

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Seguin, Texas 78155 U.S.A.

March 5, 1987
FAA Public Affairs
Alaskan Region
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Anchorage, Alaska 99513

EPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
ALASKAN REGION
P. O. BOX 14
701 C STREET
ANCHORAGE, ALASKA 99510

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, $300

MEDIA:

HERE IS A COMPLETE COPY OF ALL THE MATERIALS FAA HAS RELATIVE TO THE JAL 1628 FLIGHT WHICH REPORTED SEEING UNIDENTIFIED AIR TRAFFIC ON NOVEMBER 17, 1986.

NOTE THE YELLOW TAG ITEMS. THEY WILL BE OF YOUR PRIMARY INTEREST.
ITEMS # 5, 7, 8, 9, 10d, 13, 20, and 21.

(SEE ENCLOSED ORDER FORM FOR WHAT THEY ARE.)

I SUGGEST WE TAKE CARE OF SOME HOUSEKEEPING AGENDA BEFORE WE START TAPING AND OR RECORDING.

I SUGGEST IMMEDIATELY AFTER THAT WE TAKE 15 OR SO MINUTES FOR YOU TO LOOK AT THESE EARLY ITEMS BEFORE I START MY BRIEFING. THINK ABOUT IT.

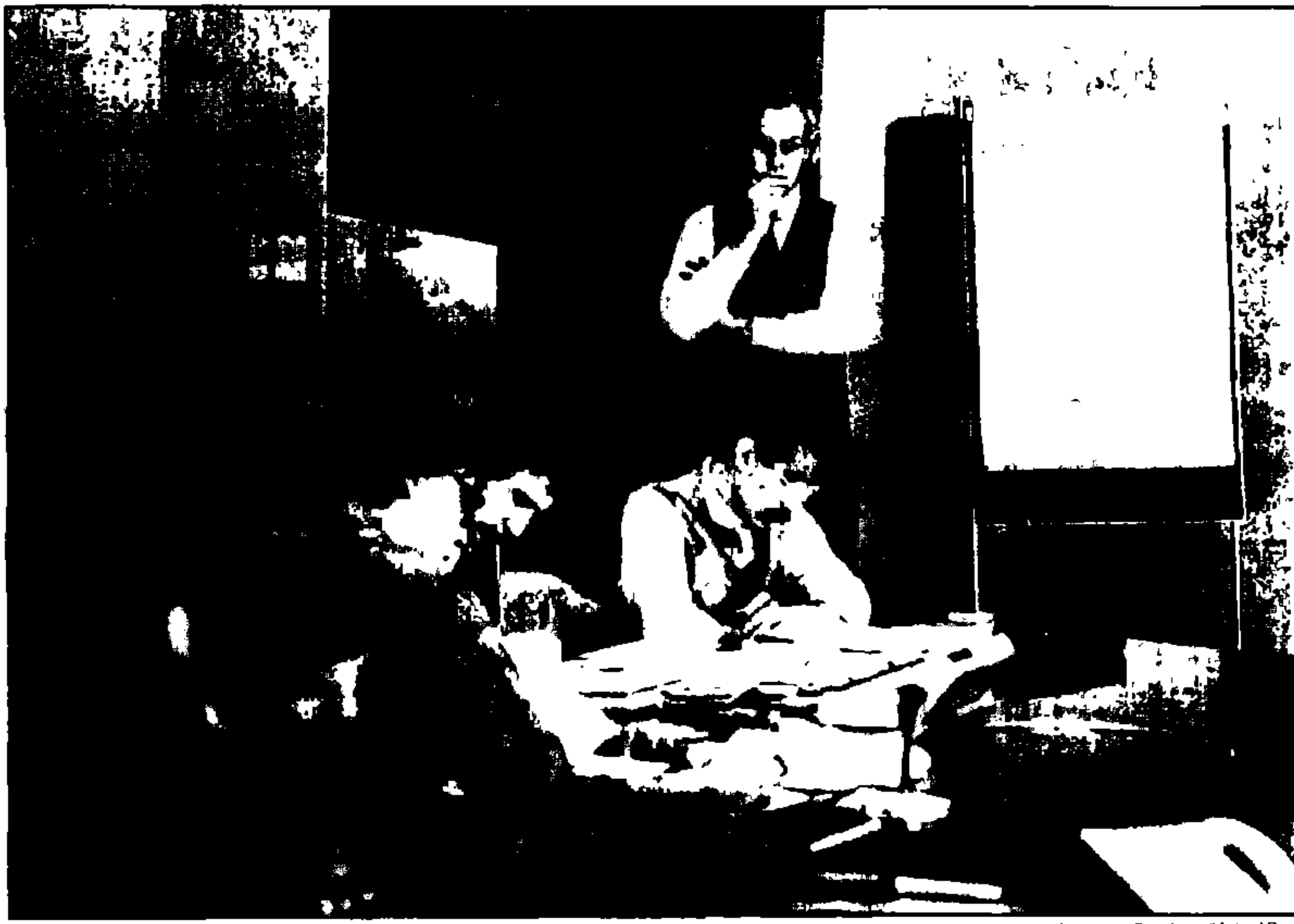
PAUL STEUCKE

Paul

Anchorage Daily News

65 96 PAGES ANCHORAGE, ALASKA, FRIDAY, MARCH 6, 1987 P[illegible]

THE OFFICIAL WORD ON MYSTERY IN THE SKY



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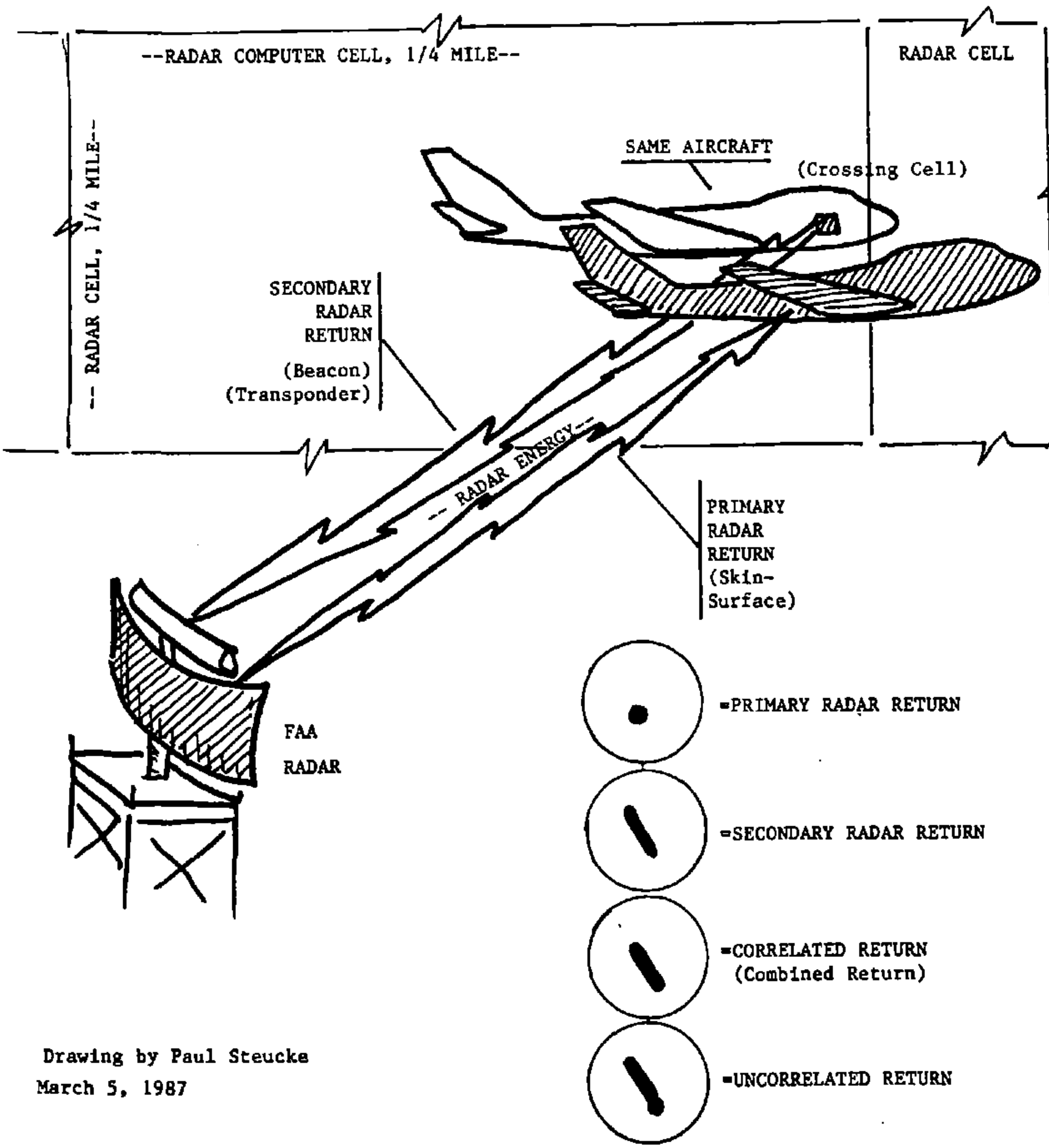
UNCORRELATED RADAR SIGNALS

An "uncorrelated primary and beacon(secondary) return on a radar screen occurs when the radar energy that is sent up toward the aircraft (primary signal) returns off the surface of the aircraft at a slightly different moment than the beacon (secondary) transponder signal and the two do not match up as being at the same place or same computer radar cell.



Drawing by Paul Steucke
March 5, 1987

U.S. Department of Transportation
Federal Aviation Administration

Memorandum

Subject: INFORMATION
Material relative to JAL, Nov. 17, 86, sighting of unidentified air traffic

Date: March 5, 1987

Reply to Attn. of:

From:
PUBLIC AFFAIRS OFFICER, AAL-5

To:
ALL REGIONAL FACILITY MANAGERS
REGIONAL DIVISION MANAGERS AND STAFF OFFICERS

The attached selected information regarding the November 17, 1986, sighting of unidentified air traffic by the crew of JAL flight 1628, has been forwarded to you for you use. This is public information, no copyright, and you can share it with anyone else.

Thought you might like to read the data yourself.

Sincerely,

P. T. Steucke

Paul Steucke
Public Affairs Officer

March 5, 1987

Selected Material
Relative to the FAA Investigation of
Japan Air Lines flight 1628
Sighting of Unidentified Air Traffic
on November 17, 1986.

CONTENTS

Prepared by
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U.S. Department
of Transportation

Federal Aviation Administration

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FOR RELEASE ON
MARCH 5, 1987
#87-09

CONTACT: PAUL STEUCKE

FAA RELEASES DOCUMENTS ON REPORTED UFO SIGHTING LAST NOVEMBER

The Federal Aviation Administration today released documents relating to the reported sighting of an unidentified flying object (UFO) over Alaska by a Japan Air Lines flight crew on November 17, 1986, saying it was unable to confirm the event.

The material was issued by FAA's Regional Office in Anchorage, Alaska, and included transcripts of pilot-controller communications, interviews with controllers and the flight crew, radar plots and other data.

FAA's Regional Public Affairs Officer Paul Steucke pointed out that FAA normally does not investigate UFO sightings but pursued the JAL incident in its role as the operator of the air traffic control system. He said the agency's objective was to determine if there was an unreported aircraft in the vicinity of the JAL flight that could present a safety hazard.

As part of the inquiry, Steucke said, radar data of the JAL flight track was reviewed by FAA experts at the agency's Technical Center in Atlantic City, N.J., using identical equipment. They determined that a second radar target near the JAL flight at the time of the reported sighting was not another aircraft but rather a split radar return from the JAL Boeing 747.

Technically, this is known as an "uncorrelated primary and beacon target return." It means that the primary radar signal reflected off the aircraft's surface did not correlate exactly with the pulse emitted by the aircraft's radar beacon transponder. This phenomenon is not unusual and gives the impression of two separate radar targets.

Steucke also noted that FAA controllers who monitored the JAL aircraft said in their statements that they thought there might have been another aircraft because of the dual radar targets. However, a northbound United Air Lines jet that was diverted by controllers to intercept the JAL flight path did establish visual contact with that aircraft but the pilots saw nothing else.

The Nov. 17 UFO sighting was reported by JAL Captain Kenjyu Terauchi on a cargo flight over the polar cap from Iceland to Japan via Anchorage. Captain Terauchi said he had visual contact from approximately the U.S.-Canadian border to south of Fairbanks. On Jan. 11, 1987, Captain Terauchi also reported another sighting in the same general area as the first.

Steucke said FAA is satisfied that the safety of the air traffic control system was not compromised by the Nov. 17 incident and plans no further investigation of the circumstances.

# # #

AAL-5, FAA
February 4, 1987

**SELECTED PORTIONS OF TRANSCRIPTION
CONCERNING THE INCIDENT INVOLVING JAPAN AIRLINES FLIGHT 1628
ON NOVEMBER 18, 1986, AT APPROXIMATELY 0218 UTC
(Universal Time Coordinated - November 17, 1986
Alaska Standard Time, 6:18 p.m.)**

0219:15	JL1628	Anchorage Center, Japan Air sixteen twenty eight; ah do you have any traffic, ah seven o'clock above?
0219:32	R/D15	Japan Air sixteen twenty eight heavy; negative.
0219:36	JL1628	Ah, Japan Air sixteen twenty eight; roger and, ah we insight-ah-two traffic-ah, in front of us one mile, about.
0221:19	R/D15	Japan Air sixteen twenty eight heavy; Sir if your able to identify the type of aircraft, ah-and see if you can tell whether its military or civilian.
0221:35	JL1628	Ah, Japan Air sixteen twenty eight; we cannot identify ah, the type, ah but, ah we can see, ah navigation lights and ah, strobe lights.
0221:48	R/D15	Roger sir, say the color of the strobe and beacon lights?
0221:56	JL1628	The color is ah, - white and yellow, I think.
0223:37	R/D15	Ya, could you (ROCC) look ah, approximately forty miles south of Fort Yukon, there should be a code up there of one five-five-zero. Can you tell me you see a primary target about his position?
0225:02	R/D15	Japan Air sixteen twenty eight heavy; roger. Sir, I'm picking up a-ah, hit on the radar approximately five miles in trail of your six o'clock position, do you concur?
0225:12	JL1628	Ah negative, ah eleven o'clock, ah eight miles, ah same level over.
0225:43	ROCC	Okay, I've got your squawk. It looks like I am getting some surge, primary return, ah I don't know if it's erroneous or whatever but...

**JL1628 = Japan Air Lines flight #1628
R15 = Controller position, Anchorage Air Route Traffic Control Center
D15 = Controller position, Anchorage Air Route Traffic Control Center
ROCC = (Military) Regional Operations Command Center**

0225:50	R/D15	Negative, uhuh, it's not erroneous. I want you (ROCC) to keep a good track on there, and if you pick up a code, and verify that you do not have any aircraft operating in that area military.
0225:57	ROCC	That is affirm. We do not have anybody up there right now, ah. Can you give me the position of the primary your receiving?
0226:03	R/D15	Okay, I'm not. I'm ah, picking up a primary - approximately five zero miles, south, right up there - right in front of the ah, one five five zero code.
0226:18	ROCC	Okay, I've got him about his-ah, oh-it looks like about, ah-ten o'clock, at about that range, yes.
0226:25	R/D15	Alright keep an eye on that, and ah-see if-ah, any other military (unintelligible) in that area.
0227:53	ROCC	It is an unknown, okay, we've lost contact with it now.
0230:56	JL1628	It's ah, I think ah, very quite big ah, plane.
0231:48	R15	Are you (Fairbanks FAA tower) pickin up a primary target right with that aircraft?
0231:58	FBKS	Ah, no. It's (the JL1628) the only target I see there.
0232:04	R15	If you see a primary with it, keep your eye on it. And he should be at three five oh(zero)also.
0232:05	FBKS	Alright, very good, we're watching.
0232:07	JL1628	Japan Air sixteen twenty eight, ah request descent.
0232:20	JL1628	Japan Air sixteen twenty eight, request three one zero.
0232:25	R15	Japan Air sixteen twenty eight heavy, understand, requesting flight level three one zero.
0232:41	R15	Japan Air sixteen one er correction sixteen twenty eight heavy, descend at pilot discretion-maintain flight level three one zero.
0232:45	JL1628	Leaving three five zero to three one zero.
0232:58	R15	Japan Air sixteen twenty eight heavy, do you still have your traffic?
0233:00	JL1628	Still, ah, coming ah, ah, right formation, in ah formation.

0234:52	R15	Japan Air sixteen twenty eight heavy, understand your traffic is over Fairbanks at this time.
0234:56	JL1628	Affirmative - - ah request heading two one zero.
0235:02	R15	Japan Air sixteen twenty eight heavy, roger. Deviations approved as necessary for traffic.
0235:24	D15	Approach center (Fairbanks FAA tower) on the sixty one line.
0235:27	FBKS	Approach.
0235:30	D15	Look at your radar. We got a Japan Air one six two eight, ah-he's deviating. He's about ah-five miles north of Fairbanks V-O-R squawking one five five zero.
0235:39	D15	Do you have any traffic with him? He sees traffic, he was deviating.
0235:44	FBKS	Ah - ya, no we don't. I don't see anything there aside from his, ah-his target.
0236:12	JL1628	Ah-Anchorage Center; Japan Air one six two eight, request direct ah-Talkeetna.
0236:18	R15	Japan Air sixteen twenty eight heavy, cleared direct Talkeetna, and in-ah-advise me of your position of your traffic?
0236:24	JL1628	Ah, same po, same position.
0236:37	R15	Japan Air sixteen twenty eight heavy, ah-sir I'm gonna request you to make a right turn, three six zero degrees, three hundred and sixty degree turn, and advise me what your traffic does then.
0236:47	JL1628	Right turn, three sixty.
0237:23	ROCC	Okay. We have, no, we have confirmed, we have no military aircraft working up there.
0237:25	D15	Okay thank you very much.
0237:29	D15	You have no traffic at all?
0237:30	ROCC	That's correct, does he (JAL-1628) still have somebody visual?
0237:32	D15	He says he does.

FBKS = Fairbanks Airport FAA Approach Control (Tower)

0237:55	R15	Japan Air sixteen twenty eight heavy. Sir, does your traffic appear to be staying with you?
0238:00	JL1628	(unintelligible) just looking.
0239:01	R15	Japan Air sixteen twenty eight. Say again?
0239:04	JL1628	It ah-disappeared. Japan Air sixteen twenty eight.
0239:58	ROCC	Ya, this is one dash two again. On some other equipment here we have confirmed there is a flight size of two around your one five five zero. Squawk one primary return only.
0240:05	D15	Okay, where is is he following him?
0240:07	ROCC	It looks like he is, yes.
0240:10	R15	Japan Air sixteen twenty eight heavy; roger. At your discretion proceed direct Talkeetna, Jay one two five Anchorage. (J125 = air route)
0240:23	R15	Japan Air sixteen twenty eight; roger. Sir, the military radar advises they do have a primary target in trail of you at this time.
0240:24	D15	Okay do you have anybody you can scramble up there?
0240:30	ROCC	I'll tell you what, we're gonna talk to your liasion sir about that.
0240:35	R15	Japan Air sixteen twenty eight heavy. Military radar advises they are picking up intermittent primary target behind you in-trail, in-trail I say again.
0240:51	ROCC	Ah-I'm gonna talk to my other radar man here - has gotta, he's got some other equipment watching this aircraft.
0240:54	D15	Okay.
0240:13	R15	Roger sir. Would you (JAL 1628) like our military to scramble on the traffic?
0240:17	JL1628	Negative, negative.
0242:04	JL1628	Anchorage Center. Japan Air sixteen twenty eight. Confirm direct to Talkeetna, three one zero.
0242:09	R15	Japan Air sixteen twenty eight heavy; affirmative. Direct Talkeetna and descend at pilot's discretion, maintain flight level two five zero.

0242:24	ROCC	It looks like he, he-ah-offset left, and then possibly fell back in-trail. However, I can't see him now, I can't pick him out.
0242:29	D15	Okay thank you very much S-R.
0244:13	R15	Japan Air sixteen twenty eight heavy. Do you still have the traffic?
0244:17	JL1628	Ah-affirmative. Ah-nine o'clock, ah, ah.
0244:39	R15	United sixty nine, Anchorage request.
0244:41	UA69	Ah, go ahead, United sixty nine heavy.
0244:43	R15	United sixty nine heavy. Sir, I've got a Japan Air seven forty seven presently in your eleven o'clock position and one hundred and one, correction, one, one, zero miles, and he has traffic (unintelligible) I'll keep you advised, ah-when you're closer to him I want you to see if you see anything with him.
0245:04	UA69	Okay fine, ah-we'll look for ya.
0245:49	R15	United sixty nine heavy. In your eleven o'clock position, one, zero, zero miles, southbound, is a Japan Air, seven forty seven. He is at flight level three one zero. Says he has traffic at his nine o'clock position same altitude.
0246:06	UA69	We'll be looking, that's ah-ah, can't see anything yet.
0246:59	R15	Japan Air sixteen twenty eight; roger. I'm gonna have a United aircraft get close to you and take a look, ah-to see if he can identify your traffic.
0247:06	JL1628	Thank you.
0247:09	R15	United sixty nine heavy, turn ten degrees left, radar vectors, ah-to see traffic.
0248:31	R15	Japan Air sixteen twenty eight heavy. Say the position of your traffic.
0248:34	JL1628	Ah-now, ah-ah-moving to ah-around ten mile, now-ah-ah-position-ah-seven, ah-eight o'clock, ten mile.
0248:52	R15	Japan Air sixteen seventy eight heavy; roger.

UA69 = United Airlines flight #69

0249:52	R15	United sixty nine heavy; roger. The Japan Air says the traffic is in his seven to eight o'clock position and one zero miles in-trail.
0250:00	UA69	Okay, we're lookin.
0250:05	UA69	Why don't you get us a little closer?
0250:07	R15	United sixty nine heavy; roger. Another additional ten degrees left.
0250:14	UA69	Roger, United sixty nine.
0250:46	R15	United sixty nine, that's what he says. Japan Air sixteen twenty eight heavy, say the position of your traffic now.
0250:52	JL1628	Ah-now distinguishing but, ah-ah-your I guess, ah-twelve o'clock below-ah-you, over.
0251:32	UA69	Ah, Center from United ah sixty nine. Ah-the-ah-Japan Airliner is silhouetted against a-ah-light sky. I don't see anybody around him at all. I can see his contrail but I sure don't see any other airplanes. Do you see him?
0251:49	R15	United sixty nine heavy, ah-negative sir. We got just a very few primary hits on the ah-target and then ah-we really haven't got a good track on him ever.
0252:31	TOTEM	If you want we've got extra gas we could bop up another five or six thousand feet and turn around.
0252:36	R15	Totem (military C130 flight) seven one, ah roger sir. If you'd like ah-standby, ---- Totem seven one, turn ah-right, heading two five, correction turn right, heading two seven zero, radar vectors to intercept.
0253:10	R15	Japan Air sixteen twenty eight heavy, descend at pilot discretion, maintain flight level two five zero.
0253:13	JL1628	Japan Air sixteen twenty eight, ah-pilot's discretion, maintain ah-ah-two five zero, so-ah-ah-I cannot, I couldn't see ah-U-F-O, over.
0253:27	R15	Japan Air sixteen twenty eight heavy. Understand you do not see the traffic any longer.
0253:31	JL1628	Affirmative.
0254:04	TOTEM	Okay sir, we're searching this time, we think we have him.

TOTEM = Military C130 aircraft

0254:09	R15	Japan Air sixteen twenty eight heavy, flash your landing lights please.
0255:25	TOTEM	Ah, yes sir, we've got him insight.
0255:35	R15	Totem seven one, do you see any traffic in his vicinity?
0255:38	TOTEM	Not flashing any lights at this time sir.
0323:		JL1628 landed at Anchorage International Airport (approximate)

Paul Steucke
FAA Public Affairs
701 C Street, Box 14
Anch. AK 99513

March 5, 1987

UNCORRELATED RADAR SIGNALS

Radar data received by the FAA and used to track Japan Airlines flight 1628 on the night of the November 17, 1986, was retained by FAA. Review of this radar data by FAA experts using identical equipment at the FAA's research technical center in Atlantic City, New Jersey, revealed that the radar system was receiving what is called an "uncorrelated primary and beacon target".

This electronic phenomena is not unusual according to Steucke who said, "It is unfortunate that the uncorrelated target phenomena occurred just when a pilot was reporting seeing something outside his aircraft.

The controller's statements, released by the FAA, indicate that they thought there might be another aircraft or object in the area of the JAL flight. Steucke said, "The controllers were doing their job right because they have to work with what is right there in front of them on the screen, especially when you have a Captain that is reporting "other traffic" in his immediate area. The radar data they had was one target, moving slowly across the radar screen. They don't have the benefit of "monday morning quarterbacking" with multiple radar images as was the case in regenerating the radar data." Review of the radar data by FAA experts revealed the "uncorrelated target" phenomena.

FAA electronic technicians explained that an "uncorrelated primary and beacon target" on the radar screen occurs when the radar energy that is sent up toward the aircraft, (primary signal) returns to the radar receiver along with the aircraft transponder (beacon) signal and the two do not match up as being at the same exact location.

# # #

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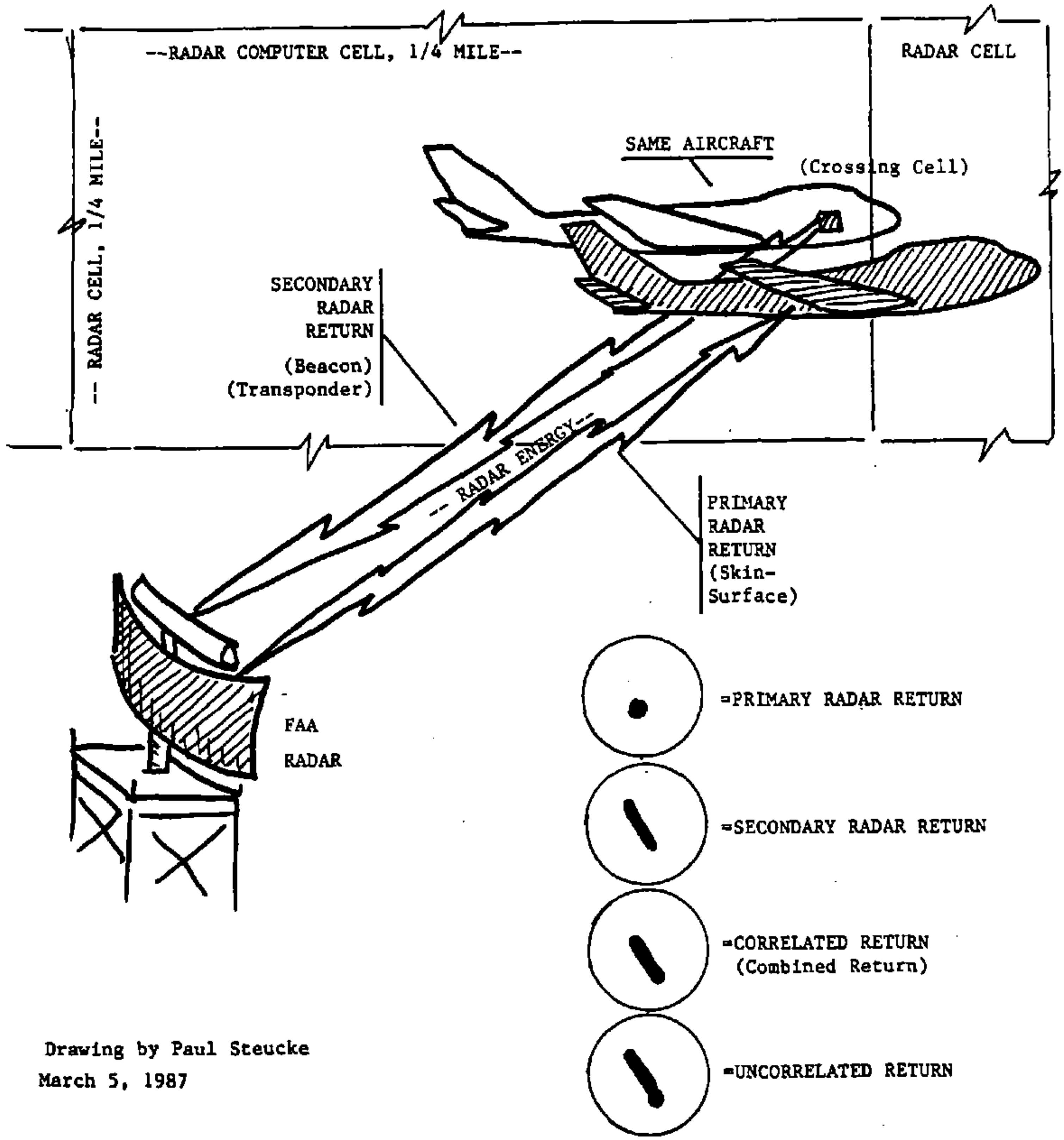
UNCORRELATED RADAR SIGNALS

An "uncorrelated primary and beacon(secondary) return on a radar screen occurs when the radar energy that is sent up toward the aircraft (primary signal) returns off the surface of the aircraft at a slightly different moment than the beacon (secondary) transponder signal and the two do not match up as being at the same place or same computer radar cell.



Drawing by Paul Steucke
March 5, 1987

U.S. Department of Transportation

Federal Aviation Administration

Memorandum

Subject: INFORMATION: Description of Radar Split Image; AAL-5 Memo of 2/5/87

Date: FEB 27 1987

Reply to Attn of:

From: Manager, Airway Facilities Division, AAL-400

To: Public Affairs Officer, AAL-5

This letter transmits our analysis of the radar targets associated with JAL flight 1628, on November 17, 1986, and supplements discussions we have had regarding what has been referred to as "split images".

We concur with the interpretation provided to you by the Alaskan Region Air Traffic Division.

The attached Analysis of Uncorrelated Primary and Beacon Targets by Dennis Simantel covers the subject in more detail, and addresses the questions raised in your letter.

Paul, I appreciate the team approach you have taken to more fully understand a complex issue. The issue is an excellent example of how "interdependent" we are. If we can provide any more information, please do not hesitate to call.

Dave Morse

David F. Morse

Attachment

ANALYSIS OF UNCORRELATED PRIMARY
AND BEACON TARGETS
(JAL-1628, 11/17/86 AKST)

Approximately 61 minutes of data was extracted from the EARTS CDR printouts relating to the November 18 incident involving JAL-1628 and the alleged UFO sighting.

Review of the data involving this incident did not show any abnormalities that could be associated with any type of target as indicated by the pilot of JAL-1628.

Radar returns from the aircraft and surrounding terrain vary with the different segments of the flight, but are considered normal for the area.

Returns relating to the incident can be categorized as three types: primary radar reinforced by a beacon reply (primary radar returns and beacon returns are both evident in the same 1/4 mile range cell), beacon only reply and beacon with an associated radar reply. Seventy-two percent of the replies were radar with beacon reinforcement (same range cell) which is normal for the Murphy dome radar system.

Approximately 25 percent were beacon only and of those that registered as beacon only, 90 percent of those had a primary only reply within 1/8 of a mile, either ahead or behind the beacon target (5 behind, 12 ahead).

These uncorrelated primary returns are not uncommon, due to the critical timing associated with the delay adjustments in the aircraft transponder for beacon systems and the target correlation circuitry within the radar equipment.

When an aircraft is being interrogated as it passes through the beginning of adjacent range cells the intricate timing between the two systems very often is off just enough to declare both a beacon and a radar target in different range cells, resulting in uncorrelated radar replies.

The data derived from the JAL-1628 flight is representative of the data from another aircraft in the same general area and is considered normal.

February 25, 1987
DS
Dennis R. Simantel
ZAN-AAL-ARTCC

CONCUR: David F. Morse, AAL-400

Paul Steucke
FAA, Public Affairs Officer
Alaskan Region
701 C Street, Box 14
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March 5, 1987

LACK OF "SCIENTIFIC" INVESTIGATION

The Federal Aviation Administration has a number of employees who do scientific research with regard to aircraft, aviation, and related electronic equipment. The FAA does not have the resources or the Congressional mandate to investigate sightings of unidentified flying objects.

We have not tried to determine what the crew of Japan Airlines flight 1628 saw based on scientific analysis of the stars, planets, magnetic fields, angle of view, etc. We have received letters from several persons suggesting that we ask the crew and others a variety of detailed questions from a scientific viewpoint. This we have not done and do not intend to do. We reviewed the data that was created by our systems, the interviews that were done by FAA to determine the status of the crew and the aircraft, and have provided that information to the public.

The FAA has completed its investigation of JAL flight 1628, and does not intend to pursue it any further."

# # #

RECORD OF INTERVIEW WITH JAL CAPTAIN

Richard Gordon, Manager, FSDO-63
Kenju Terauchi, Captain, JAL
Frank Fujii, Interpretor, JAL
Sayoko Mimoto, FAA Airways Facilities
Mr. Shinbashi, Station Manager

On January 2, 1987, Inspector Richard O. Gordon, FSDO-63, and Japanese Interpertor Sayoko Mimoto, FAA Airways Facilities, interviewed JAL Captain Kenju Terauchi at JAL Operations, Anchorage, Alaska. The interview was conducted for the purpose of gathering first-hand witness testimony with regard to a sighting on November 17, 1986, by Captain Terauchi and his crew of an unidentified flying object. The following text is a record of the interview:

R. Gordon Think what I'm going to . . .

Garbled

R. Gordon I have a, oh, a few questions here, and I'll be glad to let you read them and it's just some clarification because I didn't do it, but one of the people that work for me, I'm the office manager over here at the FSDO, the Flight Standards Office. And Jack Wright, one of my people came over and met with the Captain the first night . . .

K. Terauchi Oh yeah.

R. Gordon Jack Wright gave you his card . . .

K. Terauchi Yeah.

R. Gordon Well then that's what Jack wrote down here. Well when they came I was out of town, I was in Washington DC, but when I came back, then I asked a couple questions and then the Administrator is asking some questions and I said, well we don't know we didn't ask that, so they gave me that list of questions right there, and we'll just address them along the way and then talk about them.

K. Terauchi Okay.

R. Gordon And it's almost reiterating what we've been through already on this thing.

K. Terauchi Sometimes, sometimes.

F. Fujii Reiterating questions, but, was this the first experience, Captain?

K. Terauchi No, third time.

R. Gordon This is the third time that ah that you've seen, where, in the same area or . . .

K. Terauchi No, no, no . . . um, ah I saw, um, mothership. Taipai, Kushung, Formosa, south of Formosa.

R. Gordon Around, near Formosa.

K. Terauchi Yeah ah no

F. Fujii This Tiapai mainland China

R. Gordon Uh uh

K. Terauchi And Taipai, Kushung is here, so ah this cargo flight ah I took off ah 2 am midnight, after midnight, after takeoff. When we start climb we saw left-hand side big mothership, but ah . . . it was so wierd, I ignored it (did not look).

F. Fujii Cause he wasn't feeling well . . .

R. Gordon No I can understand that, but that was the first time?

K. Terauchi Big Ship - yes and the second time ah, the, in my home I saw a sky clear daytime; ah, we can, we saw bright lights, I guess maybe ah 10,000 feet so ah . . . the light continued for about ten minutes.

F. Fujii The light continued for about ten minutes, so ah disappeared suddenly.

K. Terauchi It's ah I guess this one.

R. Gordon Okay now this one you saw off mainland China what timeframe did that happen, when did that happen?

F. Fujii What-time was it?

K. Terauchi 2 am

R. Gordon When last month

Interruption

R. Gordon Okay, excuse me one moment, but ah . . . Okay Frank I was trying to figure out that first sighting last year or this year

K. Terauchi Five years ago

R. Gordon Oh five years ago, just trying to get the timeframe that we sighted these things ah, the next one was that we wanted to talk about . . .

F. Fujii Was it the first experience for the crew members?

R. Gordon First time for the other crew members, okay that's fine.

K. Terauchi I think it was the first time.

F. Fujii Who was the first person who saw it?

K. Terauchi It was me. I saw it in - inside.

F. Fujii What did you notice at first?

K. Terauchi During first time we saw light, I think a navigation light.

R. Gordon Ah ha, but you saw it visually first you didn't pick it up on radar or anything you just saw some light out there, okay and that really coinsides with the air traffic statement, you called and said do you have any traffic in my area

K. Terauchi Yeah, yeah before, before, about six minutes before I saw this one so ah . . .

R. Gordon You were watching him for about five or six minutes before you called . . .

K. Terauchi Before I contact Anchorage Center

R. Gordon Ah ah, okay

F. Fujii Okay fourth question, what did you see exactly shape, light, and all, the shape, lighting, etc. . . .

R. Gordon Well if you can just explain these to me cause it looks like you've done alot of drawing here so it's not necessary for you to redraw all this stuff

K. Terauchi This light was amber and whitish, but, when it came to here it was only amber . . . white light. Why don't I understand. (Japanese) right

F. Fujii First of all it's like amber and whitish color, came closely it seems like all the output exhaust position of the jets, all these Challenger

R. Gordon Look like something like after burners . . . okay okay, like each one of these was an individual exhaust

? Yes

R. Gordon Okay

K. Terauchi & F. Fujii So this light is special like (Japanese) when ah Challenger, yes like Challenger took off amount of flame going on, we can't see Challenger by this flame

R. Gordon Okay, yes

K. Terauchi But this one is nozzle direction (Japanese)(garbled) we couldn't see this light this direction we could see big flame

R. Gordon Maybe we're saying then if you're looking at the back of it and then when it turns sideways this doesn't show. Okay I understand.

F. Fujii From the forward you could see the flame and the exhaust and flame were surrounding it.

R. Gordon Okay

F. Fujii So maybe ah, I - I think ah, um exhaust started (garbled)

R. Gordon Being okay these things here, maybe being each one of these things here, so these were maybe stacked, in otherwards if you were looking at the top view down, you would just see one if you come around here you would see all of those lights. Okay yeah

K. Terauchi So if they moved up or I guess this ah exhaust moved to ah, this way down so finally five years ago I saw the rocket.

R. Gordon Maybe that would account for that bright light he saw five years ago. In otherwords if these turned down you couldn't see them and then when it looked like it moved over here some over here turned up and then you could see them where it looked like it moved over there? So you're saying . . .

K. Terauchi Anyway ah (Japanese) right (Japanese) . . . Talk to me . . . Could not see but only here and here . . . and this, here, dark area, I saw sparks, like fire. When using gasoline or carbon fuel. You can see a great big flame, but I could not see (flame) at all in this angle, although there was a big blast.

F. Fujii Seems like it's really high technology because you can't see anything over here unless it's spinning rotation.

R. Gordon Yeah, okay, yeah, somebody said sometimes the sparks kick over into that and you could see the exhaust, now with ah that in mind this other picture you have here, where would this be on this thing captain?

F. Fujii What you're asking him where this (garbled) . . .

K. Terauchi Quite different, this is just small space ship, this one size of carrier, two times carrier so mothership, so ah after they flew with us three ah five minutes like home mission, then move to a mothership. So then I found mothership light, but this is not light, all engine, because ah we have contact seven or eight mile here, so we saw this first lights, so um after light contact ah they move behind so we saw this pairs of light, so we saw this light same size, this one, same size.

R. Gordon — Same distance apart . . . Now do you think that was just the mothership and then these little things were . . .

K. Terauchi — But, yes, that right

R. Gordon — I mean they were moving along, at that time where were these lights, captain?

F. Fujii — (Japanese) disappear

R. Gordon — Okay, okay

K. Terauchi — Then we find this light, so I think this one is light, but I think now this is engine, so ah, same type of engine, the same logic . . . the same type of engine. This one and this one, the same logic, this point and this point are the same just bigger in size. This is the small one so it looked like this, but the bigger one, I could not see but only here, small size, big size, same technology. Yeah

R. Gordon — Oh, oh

F. Fujii — The mothership seems like it, he said that, this, this, same technology, type of engine

R. Gordon — Well they're alot, much larger.

K. Terauchi — Yes, much larger . . .

R. Gordon — So this right here would be ah, sitting . . .

S. Mimoto — No, this light is sitting here

K. Terauchi — Yeah, yeah, yeah, yeah, yeah, yeah, yeah . . .

R. Gordon — . . . Only much larger (garbled)

K. Terauchi — Yeah much larger, much power. But, this color is white uh . . . it's ah um dark white pole . . . weak light . . . (unintelligible)

R. Gordon — Maybe because it's so much bigger.

K. Terauchi — Yeah

R. Gordon — Now this distance, now you were speaking of these were fairly close uh?

K. Terauchi — Hum uh, ah distances is ah, ah, not this, this one ah, 500, ah between 500 and 1,000 feet.

R. Gordon — Okay, out from you, and then it took off and went out here and maybe this is, ah, you said five to seven miles or something on the radar.

K. Terauchi A no, seven, seven or eight miles.

R. Gordon Okay seven or eight miles, that's what they were saying on the radar.

K. Terauchi Yeah, this later, so we saw about seven or eight miles . . .

R. Gordon Okay

K. Terauchi And, 60 degrees left . . .

R. Gordon Okay

K. Terauchi So out in here small ship is disappear.

R. Gordon Okay, I understand, now lets (unintelligible) what else, see if I forget anything, visual was a first, what, you showed me exactly what you saw. Visually sighting, you saw it first uh?

K. Terauchi First

R. Gordon Okay

F. Fujii And (unintelligible) probably how long had you contacted the target.

R. Gordon No that's what we were saying, five to six minutes before you called ATC.

K. Terauchi Yeah, yeah, yeah, yeah, yeah, yeah, that's right.

R. Gordon Okay, did the other crew have trouble sighting the object?

F. Fujii Did the rest of the crew see the lights?

K. Terauchi (More Japanese) So I tried to fix it, but I ah, failed.

Laughter

K. Terauchi Just, shutter was open, did not close, so . . .

F. Fujii Yes every crew has seen it.

R. Gordon Okay all the crew members they did see it. Okay. Laughter . . . Yeah that's what I would do (more laughter)

F. Fujii What type of onboard radar?

R. Gordon Yeah, what type of radar was onboard, that ah ?

K. Terauchi It was the kind, ditigal, but I don not know.

R. Gordon Digital color?

K. Terauchi Yes colored, digital . . .

R. Gordon Okay, fine, yeah, that's all we need! I don't need to know numbers. Ah did the target appear on the radar as unusual or, or solid target or intermitt . . .

F. Fujii Was it clear?

K. Terauchi Clearly, clearly . . .

R. Gordon Very clearly

K. Terauchi But, ah, ah, strong, ah return signal is strong in case of a storm, show ah red, and next yellow.

R. Gordon Okay

? The, but weak is green . . .

R. Gordon Right.

K. Terauchi So ah is green light.

R. Gordon It showed green . . .

K. Terauchi Green

R. Gordon Okay, yeah, that's, that's where even some of the stuff could get through it, like when you take a picture of a cloud on the radar . . .

K. Terauchi Oh yeah . . .

R. Gordon If it's green, but if it's got heavy rain in it or thunderstorm in it then it shows red . . .

K. Terauchi Yes, yes

R. Gordon So it's light green, maybe the waves can go through this thing. Okay so it showed green on the radar, on the color radar.

F. Fujii When did you pick it up, the radar?

K. Terauchi Time? Time?

F. Fujii Time, is it by time, when?

R. Gordon Oh after, how long after you saw it with your eyes did you pick it up on the radar?

K. Terauchi Okay ah, um seven minutes, five minute, makes it twelve minutes, so, ah, fifteen minutes after contact.

R. Gordon — Fifteen minutes after you visually contacted it, okay, okay.

K. Terauchi — Yeah, fifteen minutes . . . when ah . . .

R. Gordon — See, it just says did you paint anything that's did you see anything else on the radar, weather or anything else . . .

K. Terauchi — No, no, nothing.

R. Gordon — Just that target . . .

K. Terauchi — Yeah, yes, yes.

R. Gordon — Okay, okay . . . The only thing we saw on the radar then was that target

F. Fujii — How about the aircraft, any turbulence?

K. Terauchi — No, ah, no

R. Gordon — No, no turbulence, no turbulence at all, okay. Autopilot stayed on all the time.

K. Terauchi — Yeah . . .

R. Gordon — Okay

K. Terauchi — Working good

R. Gordon — Good, (laughter)

F. Fujii — Now how about communications, naviagion, or interferring of any sort . . .?

K. Terauchi — This ah small aircraft near the here, so ah all the way VHF transmit on (unintelligible) with ah some we got a like some kind of . . . like ah, jamming.

R. Gordon — Some kind of interference?

K. Terauchi — Interference.

R. Gordon — On the VHF?

K. Terauchi — Yes then this one leave for mothership . . .

R. Gordon — Ah ha

K. Terauchi — Back to normal(?)

R. Gordon — Okay, did you say it's like German talking uh?

K. Terauchi Yeah, yeah, yeah.

R. Gordon Okay

S. Mimoto Was it's sound like speaking in German, or just jamming noise?

K. Terauchi It was just noise, sounded zaa, zaa

R. Gordon Oh just noise . . . Okay, okay I misunderstood you, I'm glad you brought that out.

K. Terauchi Normally when you can hear clearly it is digital 5. 5, 4, 3, 2, 1 - but it was about 2.

F. Fujii You know five by five radio communication

R. Gordon Oh yeah uh hu, okay sure

F. Fujii It was like two . . .

R. Gordon Okay okay, like two

K. Terauchi Sometimes missing, sometimes missing.

R. Gordon Like, almost like, ah, background noise?

K. Terauchi Yes, yes.

R. Gordon Okay, and then when it, when the little small lights departed the noise went away, then back to real clear communications?

K. Terauchi Yes, that's right.

R. Gordon Okay, fine, ah, lets see, I'm going to come back to thirteen, because ah . . .

F. Fujii Okay

R. Gordon What was there any question?

F. Fujii Did you see any reflection on the glass (window)?

R. Gordon Inside the cockpit, was it dark, all the light off inside the cockpit?

K. Terauchi Oh ah, dark yeah, yeah, yeah.

K. Terauchi Therefore, there was not reflection of inside. No reflection from inside. So when I took the camera bag, finding the object, all the lights were turned off, made room dark - cargo room and passenger room, there was nothing to reflect.

F. Fujii We have ah, on a cargo plane we have a back lounge.

R. Gordon Yeah, I'm familiar with it, yeah I've been on there.

F. Fujii So he turned the light off on that, because they were trying to take a photo.

R. Gordon Okay, okay

F. Fujii So the (unintelligible) was dark.

R. Gordon Okay, that's good, I just wanted to make sure that everything in the cockpit you know, you see something and then you turn the light cause, me being a pilot, normally when I see something out there I'll turn the lights off and get everything dark inside.

K. Terauchi Yes that's right.

F. Fujii When you changed you aircraft position, did they make any special moves?

K. Terauchi No, they didn't. See here, I began to circle 360 degrees, they stayed at the same position with us.

F. Fujii Uh uh, same position

K. Terauchi Same position, same position, same position all the way (unintelligible)

R. Gordon Okay following you right around uh?

K. Terauchi Yes

R. Gordon And it was here, and then here, and here, and here, and then you rolled out and it was right there, okay.

K. Terauchi So ah, ah, I tried next, ah, descent, 3, 5, 0, 3, 1, 0.

R. Gordon Ah ah, okay, 3, 1, 0, when you descended to 3, 1, 0, still there uh?

K. Terauchi Yeah, same formation, uh formation descent . . . formation descent. It was impressive, the same formation, smooth!

R. Gordon Okay

K. Terauchi We, we used autopilot when descending, so (unintelligible).

R. Gordon Okay, yeah, yeah went right down with him, okay uh . . .

F. Fujii Can we go to the next one?

R. Gordon Sure, yeah, I was just was ah . . .

F. Fujii	Size, estimate, ah, size
K. Terauchi	(More Japanese) Two times, or ah, I guess ah . . .
F. Fujii	(unintelligible) seven four seven
R. Gordon	Okay
K. Terauchi	So ah, size is ah, carrier . . .
R. Gordon	Ah uh, in other words this being the jumbo jet was about as big as just the light . . .?
K. Terauchi	See this is the jumbo jet. 1.5, two times this light.
R. Gordon	Okay, okay, I have . . . so the side light on this thing was about, the jumbo is about two to two-and-a-half time the size of this light, so when you stack 'em up, you . . .
K. Terauchi	Yeah, yeah, yeah . . .
R. Gordon	. . . were saying about two times as big as an aircraft carrier.
K. Terauchi	Yeah, yeah, yeah.
R. Gordon	Okay
K. Terauchi	It felt like this big - (he made a circle by using his fingers); seven to eight miles away and it was this big. Normally, an air carrier is seven - eight miles away, it looks like this.
F. Fujii	Seven or eight miles away, usually the aircrafts are like this . . .
R. Gordon	Ah uh, okay
F. Fujii	About this big so . . .
R. Gordon	Okay
F. Fujii	. . . with his estimate.
R. Gordon	So he's kinda comparing it to another jumbo jet?
F. Fujii	Yeah, yeah . . .
R. Gordon	Okay
S. Mimoto	(More Japanese) Tremendous
R. Gordon	Oh yeah (laughter), boy, okay
F. Fujii	Go for this size here, this one.

R. Gordon Yeah, let's see what would you estimate the size of the small ships to be?

K. Terauchi Ah . . . (unintelligible), up here equal to (unintelligible) we saw, ah, second (unintelligible), square, but I saw this on here, ah here, for so I guess this one is maybe separate, separate, then move to here. So ah, ah, (Japanese).

R. Gordon Right, yeah, ah uh.

S. Mimoto if this one was two stacked together, how large was one?

K. Terauchi This here ah fuselage, fuselage of DC-8, DC-8 fuselage.

R. Gordon DC-8, okay . . . yeah ah uh, in other words this part right here would be like fuselage of a DC-8.

K. Terauchi Oh yes . . .

R. Gordon Like this . . .

K. Terauchi Yeah, yeah, yeah . . .

R. Gordon Okay

K. Terauchi Maybe, maybe about like this

R. Gordon Uh ah, yeah I understand, okay, I got it. That's good.

F. Fujii Any other lighted or unlight objects, any other lights?

K. Terauchi Yeah, we saw ah, some unusual light from ah, top of mothership.

R. Gordon Uh ah

K. Terauchi Ah, it was not regular, but - not regularly, but white - silverish lights, not in equal span of time, but occasionally flashed, irregularly lighted at all times.

S. Mimoto Occasional flash

K. Terauchi Flash, flash

R. Gordon And since I've got this on tape, if you will help me later, you know when we write this down, because I can't remember all this stuff. Thank you.

K. Terauchi (Japanese) First time we cannot see ah, this (unintelligible) so ah, ah, we saw this light, this light, and . . .

R. Gordon Ah uh, okay, thank you very much.

F. Fujii (Japanese) No ah magnetic

K. Terauchi No ah no . . .

R. Gordon No gages, or the instruments or the RMI on everything stayed okay, no magnetic disturbances? Okay. Ah, did the intensity of the objects lights change? I think he just explained that didn't he on that ah . . .

S. Mimoto (unintelligible) you mean intensity of light?

R. Gordon No on this object here, did the, did the intensity of these lights change, and I think he just explained that, ah . . .

F. Fujii You mean by distance, right?

R. Gordon No the intensity, the brightness of the, ah . . .

S. Mimoto (unintelligible)

F. Fujii Did the intensity of lights change?

K. Terauchi No, it did not change.

R. Gordon They didn't change, huh?

K. Terauchi Steady, steady.

R. Gordon Okay, the intensity was steady?

K. Terauchi Yes

K. Terauchi Visibility ah, more clear, all the way clear, clear sky.

R. Gordon Okay . . .

K. Terauchi Clear sky

R. Gordon How about visibilty? What would you estimate, you know when you're coming down from up there where we enter over Alaska where you come off the sea and hit Alaska, you come up a ways and then you can see Fairbanks out here, no problems seeing Fairbanks?

K. Terauchi When flying over Fort Yukon . . .

R. Gordon Fort Yukon, yeah.

K. Terauchi We can see ah Fairbanks and Eilsen Air Base.

R. Gordon Okay, yes, good, that's real clear, that's that's fine.

Shinbashi It was near full moon wasn't it?

K. Terauchi But we came this way. Full moon (unintelligible) Greenland, after we, we cross ah Greenland we saw moon right side (unintelligible) . . . but moon move to ah behind us so when crossing the Canadian, Canadian, ah, FLR (unintelligible) so maybe ah moon, ah stay near the horizon, so we couldn't use the moon light.

R. Gordon Ah uh, I understand.

K. Terauchi (Japanese)

R. Gordon So the moon was very low?

K. Terauchi Very low, very low, okay.

R. Gordon That's good, I appreciate you bringing that up, I didn't think about the moon, but that's good.

K. Terauchi Full moon, full moon, was very low, full moon.

R. Gordon Well that's good, I'm glad you folks did that, uh . . .

K. Terauchi So ah,

R. Gordon There's one last question . . .

? Yes

R. Gordon This, and it's just threw it in here, is there anything else that I didn't ask you that you could help us sort this thing out?

K. Terauchi Ah, yes, they

R. Gordon Frank, see how that tapes doing. We still got plenty?

F. Fujii Yes, ah uh.

R. Gordon That's good, because the mike is right there that's super.

K. Terauchi See it is recoil blasting, just a little bit high here, it is blasting jets, then if it was at the same altitude as we were, I assume they are using an atomic energy, there will be some radiation left on our aircraft. Also the other is, that air turbulance be created. So they did not want to leave any evidence of their existance. Also the reason, why they were there (position) is that they wanted to leave no evidence. See it is round, the air current goes this way (he is drawing a picture), see if they were at the same altitude, they would create air turbulance, but they never positioned when the air turbulance would disturb us.

R. Gordon Those are the small one now?

K. Terauchi Yeah. . .

R. Gordon The little one huh?

K. Terauchi (Japanese) . . .

F. Fujii That flight level right there does not leave any evidence, also if it on the same level, it would give this aircraft a little turbulence cause of this air.

R. Gordon You got no turbulence?

K. Terauchi No turbulence.

R. Gordon So it's just suspended there, really.

K. Terauchi (Japanese) Right

F. Fujii (unintelligible) leave the evidence . . .

R. Gordon Yeah, well that's what I'm saying, it's so moving, it's either so areodynamic that it's not causing, so you're saying when he was right in front of you there was not turbulence and if you had been that close to another object that large you should have got some buffetting?

K. Terauchi Yeah

R. Gordon Okay, I understand

K. Terauchi The turbulance would assure their existance, therefore, they positioned themselves to here from the beginning.

R. Gordon Yes

K. Terauchi Certainly, ah approaching Fort Yukon, west side, this side east side, so ah (unintelligible)(Japanese) big mothership (Japanese), horizon, sunset, we caught up the sunset, two - three millimeters strip of it. Then there was the mothership. They never came to this side. Because of the sunset (if they came to the other side) they would be seen, their shape by us. They positioned themselves at the darkest side, difficult place for us to see. But see, our aircraft was in front of the sunset and visible for any movement we make. They took the trouble to position themselves to be in the darkest place. I think they did not want to be seen.

F. Fujii He thinks that they don't want, of course they don't want the ship to see it, so they go to the place where it's dark . . .

R. Gordon Yeah

F. Fujii . . . and because there's a sunset over here, and about one

K. Terauchi (Japanese) 0.1 ah, inch

F. Fujii About 0.1 . . .

R. Gordon Just right on the horizon, the sun was setting?

F. Fujii Yeah, yes. So they don't want to go toward the ship side, they stayed away from it.

R. Gordon Toward the dark side.

F. Fujii Yes

R. Gordon So that would have put them to the east like on the Canadian side you're coming down on your side (unintelligible) captain's side?

K. Terauchi Yes

R. Gordon Okay I understand.

K. Terauchi I think, perhaps, they have regulations like they must not be seen by humans. But it was a surprise to see the sudden appearance in front of us. If the machine was set automatically for the distance of eight miles away from us, the machine will not come closer than eight miles (but they jumped in front of us), so I felt there was a living creature in it. It jumped in front of us, very unusual. They took such unexpected action. Try the other one(?)

F. Fujii Seems like they're trying to stay away, I guess there's some kind of regulation for them to not be seen by . . .

R. Gordon Ah uh, I understand. I have one more question that came up that I was thinking; now when he departed, departed east? Is that what someone told me; which direction did, when he departed, went away?

F. Fujii Which direction did it take off to?

K. Terauchi I don't know. Probably to the east.

F. Fujii He thinks it's east, he's not really sure. He was looking at it and it just dissappeared, so . . .

R. Gordon Okay, appeared that it went east, but it went so fast?

K. Terauchi So fast.

R. Gordon Okay

F. Fujii He was watching it and it just disappeared . . .

R. Gordon Okay, fine. Well I can't think of anything else I need to ask you, ah, I really appreciate you taking time to talk to us, because it's very, very interesting and we need to see if we can figure out what is there, you know.

K. Terauchi So ah, one things, they ah, completely they're controled of inertial and gravity. Yeah, so their technology was unthinkable. Unimaginable high technology.

F. Fujii High tech.

R. Gordon Oh yeah, it just sounds like it. All I can say is let's hope they're on our side . . . (laughter)

Shinbashi This kind of information (unintelligible) before?

R. Gordon No I can't, I haven't so that's why we're trying to get as much information as we have; we're going to send it back to Washington DC, and have them try to marry it up with anything like this before and then maybe we can say, oh, it happened here, or it happened here . . .

K. Terauchi Oh yeah

R. Gordon . . . other sightings, we have a lot of stuff where pilots have had other sightings.

K. Terauchi Oh yes

R. Gordon So we don't know if these lights and all these pictures you drew; maybe they'll be the same and it happened in Arizona or New York or wherever, so we got a place in Washington DC, we'll put them all together and say is any two of them alike. But, but as we go through this thing I would be glad to keep you folks informed and, of what we find out, or if we find out anything, but I'll be glad to tell you and see how we're doing. Could I get those drawings, if you don't mind ah? I think that's all we need.

K. Terauchi (unintelligible)

R. Gordon Yes, yes, you could probably explain that with the thing you have drawn here. Now these are the same drawings?

K. Terauchi Oh no, no, no

R. Gordon Yeah

K. Terauchi This one, this one, are the same.

R. Gordon Same

K. Terauchi So I like (unintelligible)

R. Gordon	I get a copy of that Frank? Could we take a picture of that, I would certainly appreciate it. Yes. Alright. I think that's all, can you think of anything we need.

K. Terauchi	(unintelligible)

R. Gordon	Yes, please if I could have one. Oh one thing, this track

K. Terauchi	Oh yeah. This one is ah (unintelligible) so after this one is ah (unintelligible) this point ah . . .

R. Gordon	Okay, right about the . . .

K. Terauchi	This point, so we contact Anchorage Center here, so ah two or three minutes, proceed right direct to Talkeetna, so we flew this distance . . .

R. Gordon	Okay from that point direct to Talkeetna and ah, and then some so you went about there you saw this thing.

K. Terauchi	Yes, yes, I saw from here . . . so ah . . .

R. Gordon	Okay, and then maybe five minutes later along here saying Anchorage do you have anything out there?

K. Terauchi	Oh yeah, yeah, yeah

R. Gordon	Okay I have it. To just about Talkeetna?

K. Terauchi	No no, disappear 75 miles north of Talkeetna . . .

R. Gordon	Okay 75 miles north of Talkeetna . . .

K. Terauchi	Yeah, yeah

R. Gordon	. . . it went away.

S. Mimoto	The small one, not the mothership, were there many light?

K. Terauchi	Oh yes, there were numerous lights. The exhausts on the engine were lined up all the way, but when they were blasting recoil jets were so strong I could not see it because it was so bright. Once the recoil blast stopped, the speed was absolutely steady, not faster or slower, and I could see them very clearly.

S. Mimoto	Just one group?

K. Terauchi	See there were two, appeared in front of us. Right here and right here . . . both exactly the same.

S. Mimoto	Only two?

K. Terauchi	All I saw was two.

R. Gordon Yeah, I got that out of that other one that there was two and then it went back to the mothership.

K. Terauchi Yeah

S. Mimoto I thought maybe there was more then two.

R. Gordon Oh I see, I'm glad you asked that. There were only two?

S. Mimoto Only two.

R. Gordon But one was larger then the other like there was two of 'em were stuck together, right?

S. Mimoto Then both are the same size, possible got (stuck) together later?

K. Terauchi Yes, possibly. The one I saw first, it was this long. See if they were stacked together at the beginning, one must have returned to the mothership soon after the separtation.

S. Mimoto This (unintelligible)

R. Gordon Oh you saw that, and then they separated like they were together and then they came apart.

K. Terauchi (Japanese)

R. Gordon Ah uh, okay. Same thing, and make sure that I'm right here, that ah, ah airplane, first sighting, and say this is over here, then it would have . . .

S. Mimoto (unintelligible)

R. Gordon Okay, fine just so we know if someone asks us that question we can answer. Very good. Well I have a lot better understanding of what transpired then what we got out of a bunch of people when we talked, and I want to thank you folks for your time. I really appreciate it.

Richard D. Gordon
MCR AL-FSDO-63

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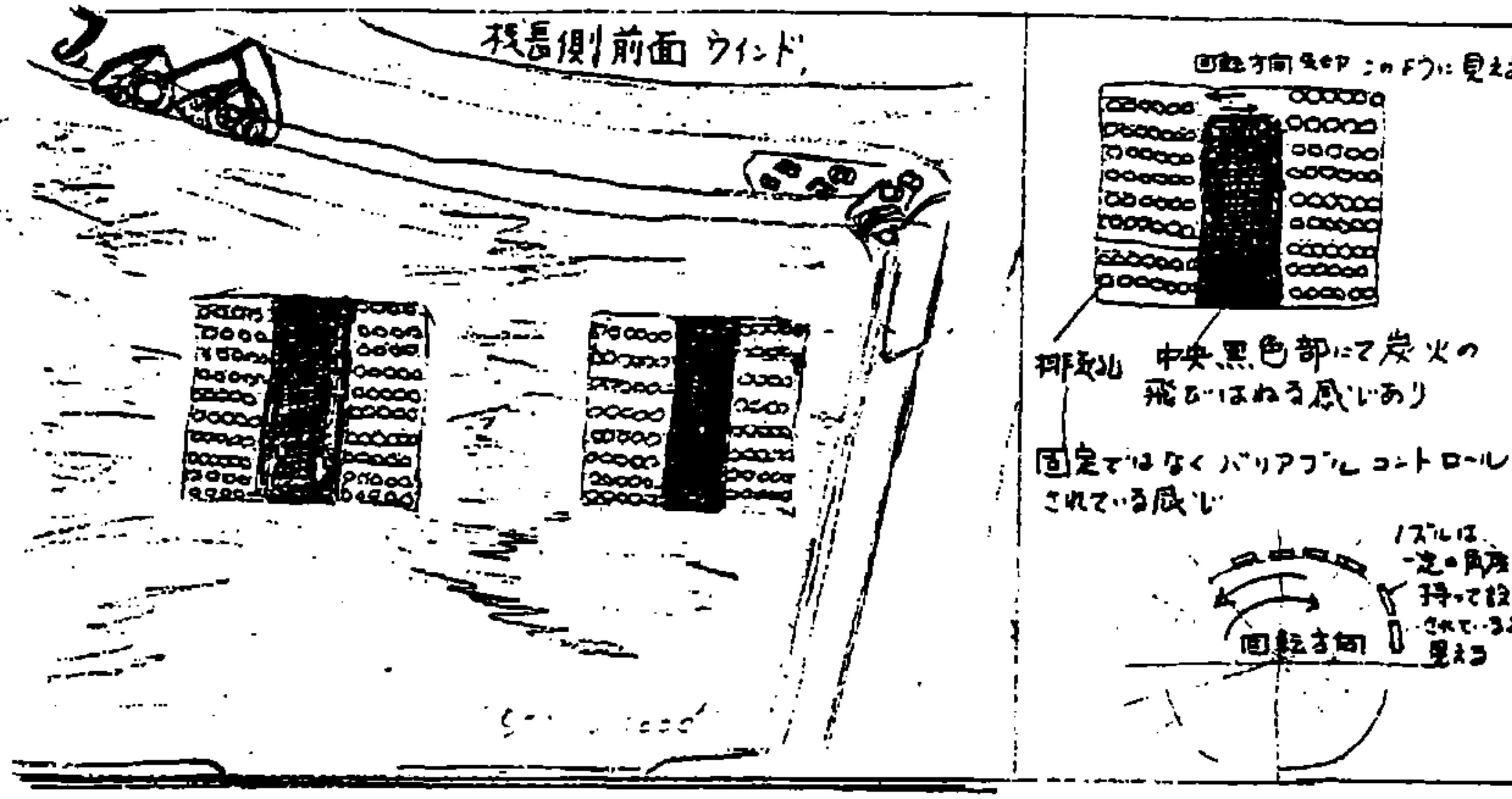
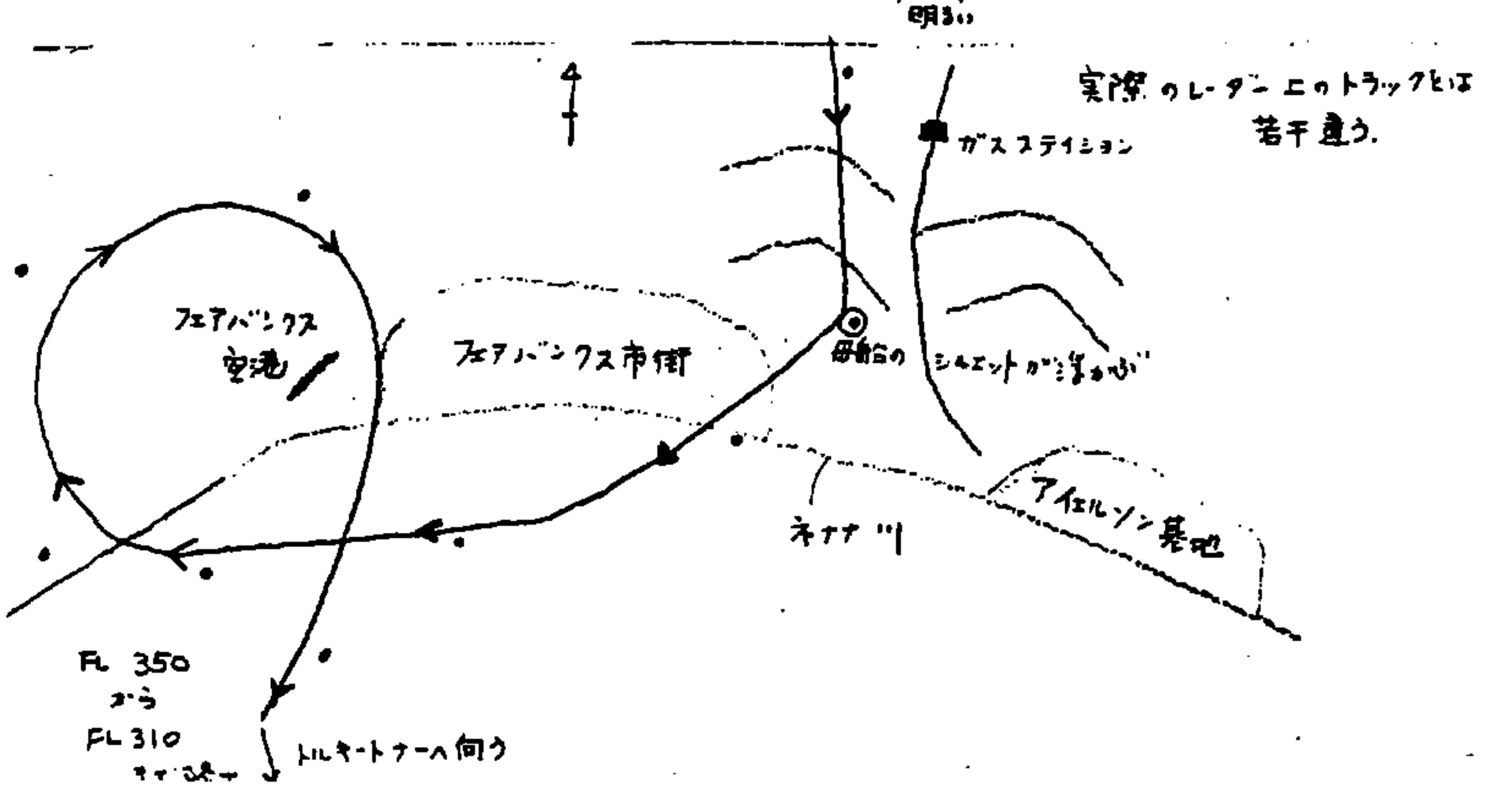


光について、噴射方向の光は見えるが、ノズルが横を向くと全々見えなくなる
ジェットエンジンのアフターバーナ使用中は明るくまわりがぼんやり
見えるようになるが、全く本体は光によっては浮かびあがらなかった。
正面を向いている排気孔は、常時アンバー色の光（明るい）をはなっていた。



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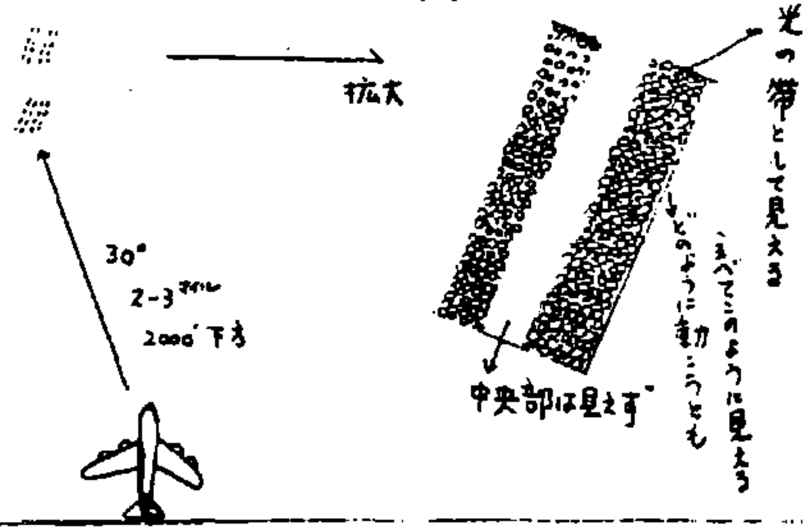
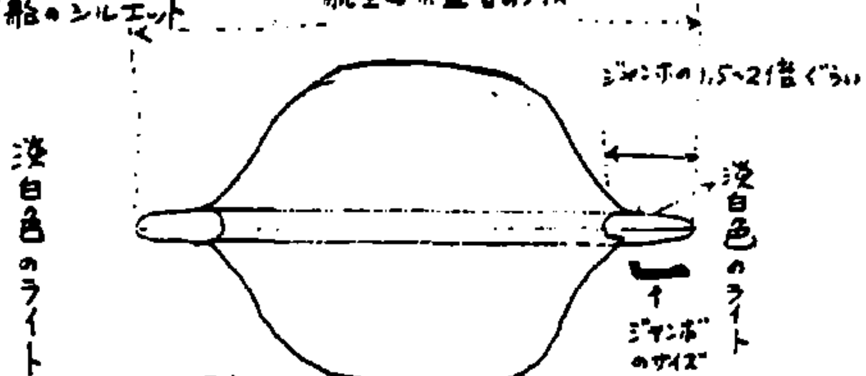
最初に灯火を発見

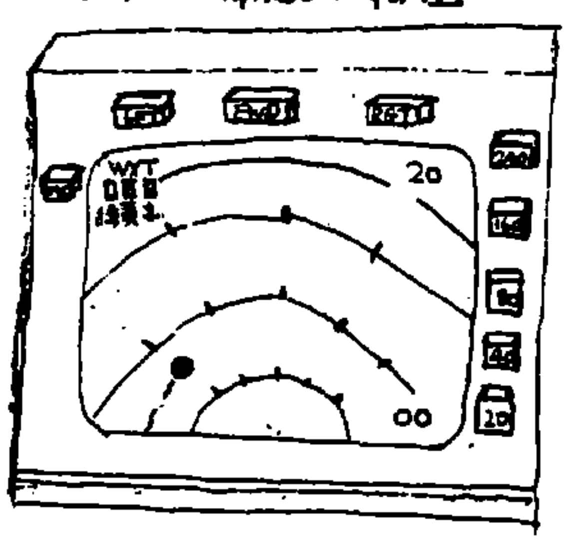


街の灯火により浮び上った
母船のシルエット



どの角度より見ても我々に見えるライトの間隔は同じであった。どの角度からも左右のライトは見えた。

デジタル WX レーダーで補足した時の図



レンジ 20マイル

チルト 0°

7~8マイルに
ターゲット
緑色の円

Pilots

TRANSLATED BY S. MIMOTO OF FAA AK REGION

Meeting the Future by Kenju Terauchi

Page 1.

Once upon a time if a hunter saw a t.v., how did he describe it to other people? My experience was similar to this. The north of Alaska in mid-November you cannot even see the sun; the darkness continues until the middle of March. Flight JL 1628, B747 jumbo cargo encountered two spaceships and a Mother ship about 50 minutes above Alaska. There was no danger but it created many questions that a human being cannot answer.

Page 2.

So I am writing that experience down here. In mid-October, I was excited to hear the special flight. This special flight was to import special French wine from Iceland to Anchorage for approximately a 6 hour and 20 minute flight. It is an extremely short flight compared to most flights. It takes about two-thirds normal flight hours. There are only two landings at Kefurabik (sp.?) International Airport.

Page 3.

This particular flight was planned to stop at Iceland and increase cargo items rather than flying direct from Paris to Anchorage. However, since being wintertime if the condition of the runway was poor, we may have to reduce the cargo, therefore, everyone was paying special attention to the amount of cargo. The temperature of Kefurabik Airport in November is approximately maximum of 3 degrees C. and the lowest was minus 3 degree C.

Page 4.

Six of us Japan Airline employees arrived at Kefurabik Airport at midnight and three people welcomed us as usual. We headed on to a new hotel. The bed was extremely small. I understood why the down blanket was only 135 centimeters. We stayed only about 17 hours. The weather became good and the runway was not frozen and we left the Kefurabik at 2042.

Page 16.

Co-employees are married, have children and are young. I am pleased that nothing happened. The ending of this encounter was very well. We worried because we do not know the purpose of the spaceship, but there is no immediate danger. What do you think about our experience? I hope we humans will meet them in the near future and confirm my experience.

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We took a flight course Southeast of Greenland direct to Chule(sp?) where a U.S. military base is by crossing the great icy highland midwest of Greenland.

The flight above Greenland, under a nearly full moon which was raising on the right front side of our aircraft helped visibility for the night flight. The flight was smooth despite the unstable air current that shook the plane for about two hours, but was still a rather stressless flight as compared to a passenger flight.

We aimed towards Single Point, on the north coast of Canada, by passing through the Canadian north polar regions and down southwest along an Arctic flight course. It was 4:25 p.m. Alaska time when we reported our location to Edmonton Center from above Single Point, Canada (68 degrees 55 minutes the North Latitude, 137 degrees 15 minutes West Longitude). It had become <u>pitch-dark</u> perhaps because the moon was directly behind us near the horizon. We received an order from Edmonton Center that we should contact the

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Anchorage Center when we reach above Pottat(sp?) where Alaska Territorial Air begins. Pottat locates approximately 480 miles, approximately 890 kilometers, North-northeast of Anchorage, 67 degrees 56 minutes North Latitude, 141 degrees West Longitude.

We began the communication with the Anchorage Center about 5:05 p.m. The flight course we had acknowledged was Jet 529, direct to Ft. Yukon and Jet 125 via Nenana, Talkeetna, Chaiger (sp?), and to Anchorage. The Anchorage Center ordered us to fly direct to Talkeetna, provided us transponder codes and placed us on a radar scope at the same time. The strange phenomenon happened immediately after we began left rotation, following the order of taking the direct flight course.

There was an unidentifiable light ahead of the rotation. We set the course toward Talkeetna and began level flight. Then we saw lights that looked like aircraft lights, 30 degrees left front, 2,000 feet (600 meters) below us, moving exactly in the same direction and with the same speed as we were. We were at the altitude of 35,000 feet (10,600 meters), flying speed was 900 kilometer per hour to 910 kilometer per hour.

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We ignored the lights, thinking probably they were special missioned aircrafts or two fighters because we did not notice the lights while communication (with the Anchorage Center?) or on prior visual inspection. However, the position of the lights had not changed even after a few minutes and that called our attention. The First Officer, Tameto(?), called the Anchorage Center and asked to report to us if there were any aircraft other than ours in the area. The Anchorage Center told us that there were no other aircraft in the North area. We immediately reported back that we were seeing aircraft lights. They again reported that there was no military aircraft and the ground radar did not show any aircraft but us. They also asked us several times if there were clouds near our altitudes. We saw thin and spotty clouds near the mountain below us, no clouds in mid-to-upper air, and the air current was steady and conditions were quite pleasant. Perhaps the controllers were concerned that an increased use of improved lazer beams using clouds was creating moving images.

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We kept observing the lights below us in left front, thinking it was ridiculous to have lazer beam testing at the end of a tundra area. Then the two lights began to move in a manner different from ordinary aircraft maneuvers, like two bear cubs playing with each other. We continued the flight South along a straight course since the distance from the lights was far enough from us and their movement was not extreme and we felt no immediate danger. I thought perhaps it is one of those things called UFO and taking a photo might help to identify the object later. I asked to bring forward my camera bag that was placed in the rear of the cockpit and began to take a picture. The area in which the plane was flying was unchanged but the lights were still moving strangely. I had ASA 100 film in my camera, mainly to take scenery and had auto-focus on, aimed at the object but the lens kept adjusting and never could set a focus. I changed auto-focus to manual-focus and pressed the shutter but this time the shutter would not close. Then our aircraft started to vibrate and I gave up taking a photo. I placed my camera back in the camera bag and concentrated on observing the lights.

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It was about seven or so minutes since we began paying attention to the lights, most unexpectedly two spaceships stopped in front of our face, shooting off lights. The inside cockpit shined brightly and I felt warm in the face. Perhaps firing of jets was the result to kill inertia of their quick high speed maneuver, but the ships appeared as if they were stopped in one place in front of us. Then three to seven seconds later a fire like from jet engines stopped and became a small circle of lights as they began to fly in level flight at the same speed as we were, showing numerous numbers of exhaust pipes. However, the center area of the ship where below an engine might be was invisible. The middle of the body of the ship sparked an occasionally stream of lights, like a charcoal fire, from right to left and from left to right. Its shape was a square, flying 500 feet to 1000 feet in front of us, very slightly higher in altitude than us, its size was about the same size as the body of a DC-8 jet, and with numerous exhaust pipes. The firing of the exhaust jets varied, perhaps to maintain balance, some became stronger than others and some became weaker than others, but seemed controlled automatically.

We did not feel threatened or in danger because the spaceship

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moved so suddenly. We probably would have felt more in danger and would have been prepared to escape if the spaceships were shaking unsteadily or were unable to stop themselves. It is impossible for any man-made machine to make a sudden appearance in front of a jumbo jet that is flying 910 kilometers per hour and to move along in a formation paralleling our aircraft. The ships moved in formation for about three to five minutes, then two ships moved forward in a line, again slightly higher in altitude as we were, 40 degrees to our left. We did not report this action to the Anchorage Center. Honestly, we were simply breathtaken. The VHF communication, both in transmitting and receiving were extremely difficult for ten or fifteen minutes while the little ships came close to us and often interfered with communication from the Anchorage Center; however, communication conditions became just as good as soon as the ships left us. There were no abnormalities in the equipment or the aircraft. I have no idea why they came so close to us.

Then again, there was a pale white flat light on the direction where the ships flew away, moving in a line along with us, in the same direction and same speed and in the same altitude as we were.

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Again, we began communicating with the Anchorage Center. We said that we could see a light in the 10 o'clock position at the same altitude and wondered if they could see anything in their radar. The Anchorage Center replied that they see nothing in their radar. I thought it would be impossible to find anything on an aircraft radar if a large ground radar did not show anything but I judged the distance of the object visually and it was not very far. I set the digital weather radar distance in 20 miles, radar angle to horizon. There it was, on the screen, a large, green, and a round object had appeared in seven or eight miles (13 kilometers to 15 kilometers) away, where the direction of the object was. We reported to the Anchorage Center that our aircraft radar caught the object within seven or eight miles in 10 o'clock position. We asked if they could catch it on the ground radar but did not seem they could at all. Normally it appears in red when an aircraft radar catches another aircraft. I wonder if the metal used in the spaceship is different from ours. While we were communicating with the Anchorage Center, the two pale white lights gradually moved to the left side and to left diagonally back 30 degrees as if they understood our conversation and then when they were beside our aircraft they totally disappeared from our radar.

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When they were in front of us, the ships were positioned slightly higher in altitude than we were, but now they placed themselves slightly below the horizon where it was most difficult for us to see. The distance between us was still about seven miles to eight miles visually. When we started to see Ft. Yukon diagonally below us at the right, the sun was setting down in the Southwest, painting the sky in a slightly red stripe, approximately two to three millimeters and gave a bit of light but the east side was still pitch dark. Far in front of us there were lights increasing from the U.S. Military Eielson Air Force Base and Fairbanks. The lights were still following us at exactly the same distance; however, it was too dark to identify by only the lights whether or not they were the same two spaceships that appeared in front of us a few minutes ago. It seemed that we were flying in the lighter side and gave them the advantage of being on the dark side. We had no fears so far but began to worry since we had no idea for their purpose. When the lights from the Eielson Air Force Base and Fairbanks became clear and bright, two very bright lights appeared suddenly from the North from a belt of lights, perhaps four or five mountains away.

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The extremely bright lights reflected on snow on the side of the mountains and seemed even brighter. We wondered if they were searching something on the ground surface or to (attract?)lead something. The flight above Alaska territory is generally in the daytime and it is confusing to identify the kind of lights. It cannot be a base for the spaceship. Is it a movie? There was something. Oh, yes, it is the Alaska pipeline. The lights must be a pump station for the pipeline. I got it.

We arrived at the sky above the Eielson Air Force Base and Fairbanks. It was a clear night. The lights were extremely bright to eyes that were used to the dark. How bright it was! We were just above the bright city lights and we checked the pale white light behind us. Alas! there was a silhouette of a gigantic spaceship. We must run away quickly! "Anchorage Center. This is JL 1628, requesting a change of course to right 45 degrees" It felt like a long time before we received permission. When we checked our rear there was still the ship following us. "This is JL 1628. Again requesting for change the course 45 degrees to the right." We had to get away from that object. "JL 1628. This is the Anchorage Center. We advise you, continue and take 360 degree turn." "JL 1628, thank you. we will continue 360 degree turn."

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It was too slow to circle in the auto-pilot mode; therefore, we switched to the manual mode and set to turn right on a 30 degrees bank. We looked to our right forward but did not see any light. We were relieved, thinking the object may have left us and returned to the level flight but when we checked to our rear the object was still there in exactly the same place. "Anchorage Center, This is JL 1628. The object follows us in formation. We request a change in altitude, 3,100 feet, yes, 3,100 feet." "This is the Anchorage Center, JL 1628, ascend to 3,100 feet.

The consumption of fuel during this flight was almost as expected but there was only 3,800 pounds left and as such was not enough for extra flying for running around. We have got to arrive at Anchorage. "Anchorage Center, this is JL 1628. We request permission for the direct flight to Talkeetna." "JL1628, this is the Anchorage Center, we authorize the direct flight to Talkeetna." We checked behind us again. The ship was in formation and ascending with us. We wondered and feared as to their purpose. "JL 1628, this is the Anchorage Center. Would you like to request <u>scramble</u> for confirmation?" "The Anchorage Center, this is JL 1628. We would not request <u>scramble</u>." We turned the offer down quickly.

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I knew that in the past there was a U.S. military fighter called the mustang that had flown up high for a confirmation and a tragedy had happened to it. Even the F-15 with the newest technology had no guarantee of safety against the creature with an unknown degree of scientific technology. We flew toward Talkeetna at an altitude of 3,100 feet. The spaceship was still following us, not leaving us at all.

About the same time a United Airline passenger aircraft which left Anchorage to Fairbanks flew into the same air zone and began communicating with the Anchorage Center. We heard them transmitting that there was an object near JL 1628 and requesting for confirmation. We heard that the Anchorage Center was saying to the United Airline aircraft that JL 1628 was at an altitude of 3,100 feet, therefore, United Airline should maintain an altitude of 3,300 feet. It sounded as if Anchorage Center had the United Airline aircraft fly above the spaceship. We were flying the East side of Mt. McKinley. The United Airline aircraft came close to us. The United Airline aircraft requested us to flash landing lights for visual confirmation and we both confirmed our positions visually. The United Airline aircraft was coming close to us. We knew that they were watching us. When the United plane came by our side, the spaceship disappeared suddenly and there was nothing but the light of moon.

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The strange encounter ended at 75 miles North of Talkeetna, 150 miles (Approximately 276 kilometers) away from Anchorage. It comprised approximately 50 minutes of flight time. (line 5)

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RECORD OF INTERVIEW WITH JAL FIRST OFFICER

On January 5, 1987, Inspector Peter E. Beckner, AAL-207, and Japanese Interpertor Sayoko Mimoto, FAA Airways Facilities, interviewed JAL First Officer Takanori Tamefuji at the Federal Building, Anchorage, Alaska. The interview was conducted for the purpose of gathering first-hand witness testimony with regard to a sighting on November 17, 1986, by First Officer Tamefuji of an unidentified flying object. The following is a record of the interview:

P. Beckner — Conducted at this time in the Flight Standards Division Office, this is Pete Beckner with AAL-207, and we're here with First Officer, Mr. Tamefuji.

? — (unintelligible)

P. Beckner — Did I say that correctly?

T. Tamefuji — Tam - a - fuji.

P. Beckner — Okay, thank you, and Sayoko Mimoto from A A - ah, Airways Facilities in AL-400. To begin the questioning, I'd like to first of all ask you, um, is this the first time anything of this nature is, have you seen this sort of thing?

T. Tamefuji — This, this is, is my first time.

P. Beckner — First time, okay. What, if you will, if you could describe for me, what exactly did you see? And I'll provide the paper for you so, here, just kind of let me know, if you would, just describe what you saw. Was there more than just one thing that you saw? And ah, if you would just kinda put it down for ah, for me on paper if that's okay.

T. Tamefuji — First off . . . Captain Terauchi, what ah, Captain Terauchi saw was ah, I couldn't see.

P. Beckner — Okay

T. Tamefuji — And ah, first part of the incident . . .

8

P. Beckner — Incident?

T. Tamefuji — Yeah.

P. Beckner — That's fine.

T. Tamefuji — Ahhh . . . about ten minutes I could see, but after that time, hummmm . . . I couldn't see because of my seat is co-pilot right-hand side . . .

P. Beckner — Right.

T. Tamefuji . . . and ah, the object was in left-hand side . . .

P. Beckner Okay.

T. Tamefuji . . . and very dark vision, so . . .

P. Beckner Okay.

T. Tamefuji . . . so I couldn't see, but ah at first ah, humm, (unintelligible) what can I write . . .

P. Beckner Just kinda picture in your mind what you saw . . .

T. Tamefuji Humm. . .

P. Beckner . . . and then put that on paper, and I'm going to shut the door here.

T. Tamefuji Humm, it was ah, left right clock head-on traffic . . .

P.Beckner Okay.

T. Tamefuji I just to see and ah, humm, left right?

P. Beckner Yes

T. Tamefuji Ah, in night flight head-on traffic we can see just ah, light . . .

P. Beckner Lights, okay.

T. Tamefuji . . . we cannot see the total shape . . .

P. Beckner Shape

T. Tamefuji . . . shape

P. Beckner Okay

T. Tamefuji . . . so (unintelligible) I thought it was ah, head-on traffic . . .

P. Beckner Okay

T. Tamefuji Mmmm, so I couldn't, can't write ah, exactly . . .

P. Beckner Would you say it was just . . . ?

T. Tamefuji Just light . . .

P. Beckner Okay it was more than, s--was there more than like what would you say there was six lights . . .?

T. Tamefuji No! No!

P. Beckner . . . would you say there was a multitude of lights?

T. Tamefuji Ah, (unintelligible) just I want to describe just ah, light, only light. . .

P. Beckner Okay

T. Tamefuji Yeah, so if ah, there was something flying, but ah, I couldn't see at that time.

P. Beckner Okay, ah was there, was there clear night?

T. Tamefuji Yes . . .

P. Beckner Okay

T. Tamefuji . . . clear.

P. Beckner And you could distinguish this lights as being different from the star . . .?

T. Tamefuji NNNooo . . .

P. Beckner . . . from the stars?

T. Tamefuji Different is fine.

P. Beckner Okay (unintelligible) Alright ah um. How was it first detected? Was it - someone saw it visually, or did you see it on radar? Who, well, how was it first found?

T. Tamefuji What's found, humm?

P. Beckner Er, first sighted?

T.Tamefuji Ah, as you know, all the crew ah . . .

P. Beckner Right

T. Tamefuji . . . must watch outside?

P. Beckner Right

T. Tamefuji So ah, I must watch instrument and ah, outside so, and ah, as normal flight so I have traffic inside, also Captain traffic, inside, but ah, I'm not sure but a engineer landing calculate so he was just sit down back desk calculate . . .

P. Beckner (unintelligible)

T. Tamefuji departing direction

P. Beckner	Right
T. Tamefuji	. . . so maybe he couldn't see at that time, but the Captain and me (unintelligible) have ah, had traffic inside . . .
P. Beckner	Visually saw . . .
T. Tamefuji	Yes
P. Beckner	Okay
T. Tamefuji	(unintelligible) I saw there was two small aircraft.
P. Beckner	Okay
T. Tamefuji	And two small aircraft(unintelligible)
P. Beckner	That's what you saw?
T. Tamefuji	Yes
P. Beckner	Okay
T. Tamefuji	And ah, and ah, I ask Captain ah, we should ask ATC so ah, I Air Traffic . . .
P. Beckner	Okay
T. Tamefuji	. . . So as I thought, ah, very same similiar altitude and Captain said, ah, hum, I don't remember exactly but ah, ah, he said - ah, but a little bit high or same level, but I though little bit lower, you can know . . .
P. Beckner	Right
T. Tamefuji	. . . it is very difficult to (unintelligible) head-on traffic . . .
P. Beckner	Right
T. Tamefuji	. . . so ah . . .
P. Beckner	It was actually at your twelve o'clock . . .
T. Tamefuji	No
P. Beckner	. . . then . . .
T. Tamefuji	Slightly . . .
P. Beckner	. . . or slightly . . .

T. Tamefuji	. . . left-hand and ah, ten or eleven . . .
P. Beckner	Ten or eleven?
T. Tamefuji	Right
P. Beckner	Okay
T. Tamefuji	And I thought that it was low . . .
P. Beckner	Okay
T. Tamefuji	And, (unintelligible) I thought ah, traffic way, I image aircraft ah, lighting, navigation lights . . .
P. Beckner	Right
T. Tamefuji	. . . and landing lights . . .
P. Beckner	Okay
T. Tamefuji	(unintelligible) - light
P. Beckner	Right
T. Tamefuji	. . . but ah, it is my (unintelligible) for now I thought it was an aircraft so . . .
S. Mimoto	I thought it was an aircraft.
P. Beckner	Okay
S. Mimoto	Ah . . .
P. Beckner	Did you in your mind try to make it . . .
T. Tamefuji	Yes
P. Beckner	. . . look like an aircraft?
T. Tamefuji	Yeah
P. Beckner	I can do the same thing, . . .
T. Tamefuji	Yes
P. Beckner	. . . so ah . . . I understand.
T. Tamefuji	And, but ah, very strange ah, I ah, it was too many lights . . .
P. Beckner	Too many?
T. Tamefuji	Yes

P. Beckner Okay

T. Tamefuji But so it was so luminous, I don't mean luminous ah, it was too much forever.

P. Beckner Right, okay. How 'bout the colors of the lights? Is that also . . .

T. Tamefuji Humm, might Captain, maybe for different thing and Mr. Fukuda, maybe different thing, but ah, ah I say it was the aircraft so I thought but actually I think . . .

P. Beckner Okay

T. Tamefuji . . . I think ah, salmon, just like Christmas assorted . . .

P. Beckner Okay, okay assorted.

T. Tamefuji . . . and ah, I remember, red or orange, hum, and a white landing light, just like landing light. And weak green, ah, blinking . . .

S. Mimoto Flashing . . .

P. Beckne Flashing . . .

S. Mimoto . . . blinking, blinking

P. Beckner Blinking

S. Mimoto (unintelligible) yes

P. Beckner Okay

T. Tamefuji How should I say - looks just like this, (hand-signs were made by Mr. Tamefuji) moving like in one . . .

S. Mimoto Oh, swinging

P. Beckner Swinging?

T. Tamefuji (Japanese)

P. Beckner Movement

T. Tamefuji Yes, and ah, ah if there was, there are ah, how should I say, very good formation flight . . .

P. Beckner Close formation flight?

T. Tamefuji Yes close.

P. Beckner | Okay . . . Does - I - I did not meet the Captain so I don't know, but does he wear glasses?

T. Tamefuji | Humm, no

P. Beckner | No, do you wear glasses, sir?

T. Tamefuji | Humm, . . .

P. Beckner | For flying.

T. Tamefuji | Oh, I use, but ah, at that time I don't wear, but ah, I how should I say . . . but I do use it . . .

S. Mimoto | He usually wears glasses but at that time he was not wearing glasses . . .

T. Tamefuji | No, I don not mean it. I normally do not wear glasses.

P. Beckner | Okay

T. Tamefuji | The licensing requires me to wear glasses.

S. Mimoto | Oh, I'm sorry, he didn't mean that.

T. Tamefuji | I need no glasses in daily life.

S. Mimoto | Oh, in daily life he does not wear glasses.

P. Beckner | Okay

T. Tamefuji | But, ah, ah, result of the physical exam, I am required to - to wear glasses . . .

S. Mimoto | Oh, okay . . .

P. Beckner | (unintelligible)

S. Mimoto | The physical requires him to wear glasses.

P. Beckner | Okay, how 'bout - how 'bout the flight engineer, does he . . .

T. Tamefuji | Hummm . . .

P. Beckner | . . . do you remember if he wore . . .

T. Tamefuji | I don't remember.

P. Beckner | Okay

T. Tamefuji | But ah, I have numerous visions . . .

S. Mimoto | (unintelligible)

P. Beckner Okay

T. Tamefuji . . . and I use ah, humm . . . how should I say?

S. Mimoto I will not - I do not need to wear glasses in daily life.

P. Beckner Okay, okay. Now - the time of the incident, when - when you guys first saw the objects, ah what were the lighting conditions outside? Was it dark . . .

T. Tamefuji Hum

P. Beckner . . . or was it dusk? Or was the sun still up er, how would you describe . . .?

T. Tamefuji Just after sunset . . .

P. Beckner Just after sunset.

T. Tamefuji (unintelligible)

P. Beckner Right

T. Tamefuji . . . dark, dark red.

P. Beckner Dark red, okay.

T. Tamefuji But almost dark I must say night . . .

P. Beckner Okay, you could see the stars real clearly?

T. Tamefuji Yes, yes.

P. Beckner Okay. Okay, was the - what you saw - was it real obvious to you?

T. Tamefuji Yes

P. Beckner Okay. Ah, at what point did you see it on the radar?

T. Tamefuji Humm, what point mean?

P. Beckner What - you saw the lights, and then how much later before you saw something on the radar? On your - your radar in the aircraft, or did you see it on the radar?

T. Tamefuji I just don't understand.

S. Mimoto When did you see the object on the radar?

T. Tamefuji Oh, and, hum ah, I can't tell you exactly . . .

P. Beckner Well ah . . .

T. Tamefuji . . . but ah, at first we have in flight . . .

? Hum huh.

T. Tamefuji . . . at ATC, air traffic, and no traffic, so - we are suprised . . .

P. Beckner Yeah . . .

T. Tamefuji . . . and ah, Captain operates the radar . . .

P. Beckner Radar, okay yeah . . .

T. Tamefuji . . . and so Captain ah, try to search object by the radar . . .

P. Beckner Okay

T. Tamefuji . . . we fix - ah, give to ten minutes (unintelligible).

P. Beckner Okay, and then what did you see on the rad - were you able to see the radar from where you were sitting?

T. Tamefuji ?

P. Beckner Okay, what did you see on the radar as far as . . .

T. Tamefuji Humm, just like ah - ah, traffic, other traffic, but ah, I thought a little bit large . . .

P. Becker Um hum

T. Tamefuji . . . echos

P. Beckner Large echos, okay. Was it ah, what - I understand you have color radar in - in the . . .

T. Tamefuji Yes

P. Beckner . . . aircraft. What color was the . . .?

T. Tamefuji Humm I thought ah, green.

P. Beckner Green?

T. Tamefuji Yes

P. Beckner Okay. And about what range did - did you - did you guys . . .?

T. Tamefuji Humm, twenty miles . . .

P. Beckner Twenty?

T. Tamefuji . . . and ah, seven to eight miles to object.

P. Beckner Okay, from you, from you. Did it pretty much maintain that position for most of the flight?

T. Tamefuji Humm, ah . . .

P. Beckner Or did it move around a whole lot, or did it . . .

T. Tamefuji No, no (unintelligible) oblong?

P. Beckner Right

T. Tamefuji . . . so ah, hummm, don't - it didn't move just like this, just like this . . .

P. Beckner Okay

T. Tamefuji . . . just like a other traffic stay on, but ah, I can't say, it was moving or not moving.

P. Beckner Okay, it sort of seemed to stay in formation with you, would that be . . .

T. Tamefuji Hummmm . . .

P. Beckner . . . seven to eight mile formation?

T. Tamefuji Hummm, formation means same position?

P. Beckner Right - same general direction in this case.

T. Tamefuji Oh . . .

P. Beckner Seem to travel with you?

T. Tamefuji Humm, I saw ah, light, just like landing lights, so ah, I'm pilot it has landing light so, head-on traffic . . .

P. Beckner Right.

T. Tamefuji . . . at that time, but ah, I can - I cannot say which direction they move.

P. Beckner Okay, okay. This head-on traffic, how long did you see this total, the length of time that you saw it?

T. Tamefuji Humm, humm

P. Beckner Just you.

T. Tamefuji Humm, five minutes at first inside and ah, five minutess Captain and ATC call short conversation . . .

P. Beckner Conversation, right.

T. Tamefuji . . . (unintelligible) hummm, hummm I can't say (unintelligible) five minutes. . .

P. Beckner Okay

T. Tamefuji . . . hummm, and ah, I have ah, monitoring, monitor so inside and outside . . .

P. Beckner Okay, inside and an outside, yeah.

T. Tamefuji . . . ah, while doing those, it became unvisible.

S. Mimoto While looking outside and looking on the inside, and then so he couldn't see anymore.

P. Beckner Okay, so - you sa - you saw the head-on traffic - whatever we want to call that - for about five, five minutes, ten minutes, somewhere in there?

T. Tamefuji Humm, yes . . .

P. Beckner Okay

T. Tamefuji Yeah

P. Beckner Okay, ah, was there anything else that you saw aside from this - from this pattern here, was there, was there anything else that you saw?

T. Tamefuji Humm, you mean ah, other stars or what?

P. Beckner Other than, I mean as far as these obj - the objects were concerned, was there any other ah, features that you saw, was there any shape that you saw, or you just saw the head-on light?

T. Tamefuji Yes, and of course it ah, was clear so ground you could see . . .

P. Beckner Okay you saw . . .

T. Tamefuji . . . but ah, hummm, how should I say, but ah, the traffic, I mean the UFO . . .

P. Beckner Yes

T. Tamefugi . . . it's ah, so, I'm sure it was not on ground . . .

P. Beckner Okay

T. Tamefuji (unintelligible)

P. Beckner Yeah, could you see the horizon, the . . .

T. Tamefuji Yes

P. Beckner . . . mountains?

T. Tamefuji Yes, ah, perfect.

P. Beckner Right

T. Tamefuji This is ah, horizon . . .

P. Beckner Of the horizon?

T. Tamefuji . . . and I could see . . .

P. Beckner Okay

T. Tamefuji . . . the horizon.

P. Beckner Okay. So these were above the horizon line?

T. Tamefuji (unintelligible) I don't mean ah, (unintelligible)

P. Beckner Okay

T. Tamefuji Ah, we can see the flying over aircraft ah, near the horizon . . .

P. Beckner Okay

T. Tamefuji (unintelligible)

P. Beckner Right

T. Tamefuji . . . so . . .

P. Beckner You saw this . . .

T. Tamefuji . . . I cannot say it was ah, (unintelligible)

P. Beckner Okay, okay, um somewhere down, I guess by Fairbanks area, you guys, the Captain or yourself requested a 360?

T. Tamefuji Mmmm hum

P. Beckner Did you happen to see the object while in the 360?

T. Tamefuji Humm, the pilot was right-hand . . .

P. Beckner Right-hand turn, right?

T. Tamefuji Humm, so I watch, what . . .

P. Beckner	Right

T. Tamefuji	. . . so I couldn't find what Captain saw.

P. Beckner	Okay, you were flying the aircraft then, is that correct?

T. Tamefuji	Ah, yes

P. Beckner	Okay

T. Tamefuji	But ah, um, I saw (unintelligible) ah, Captain said ah, UFO big, quite big Captain said, and how should I say - so I tried doing this. . .

S. Mimoto	I looked all over the place.

T. Tamefuji	And the Captain was in the way(Japanese). . .

S. Mimoto	Oh so Captain was in the way.

P. Beckner	Well, okay he was in the way of you seeing?

T. Tamefuji	Yes, and ah, some ah, pillar, window pillars . . .

P. Beckner	Oh, pillars?

T. Tamefuji	Yeah

P. Beckner	Okay

T. Tamefuji	. . . so ah, we, ah, I couldn't see well, but some hum, hum this - this is not exact picture, but ah, like similiar like aircraft is (unintelligible) . . .

P. Beckner	Okay

T. Tamefuji	I dark is background, but I - you cannot say it was UFO or not.

P. Beckner	Okay, was it different then what you saw here?

T. Tamefuji	Completely different.

P. Beckner	Completely different, okay. But was it brighter, were these brighter, er . . .?

T. Tamefuji	. . . brighter . . .

P. Beckner	These are brighter?

T. Tamefuji	Yes, ah . . .

P. Beckner	The first sighting was brighter?

T. Tamefuji Yes

P. Beckner Okay, the head-ons were brighter?

T. Tamefuji Er, yes

P. Beckner Okay, um - was there anything else on the radar that you were able to see, or was that the only target that you had on the radar?

T. Tamefuji Oh yes, and ah, I think ah, Captain tilt . . .

P. Beckner Tilt right

T. Tamefuji . . . and ah, a certain tilt angle could catch the object . . .

P. Beckner Okay, so, so was there anything else showing on the radar . . .

T. Tamefuji Hummm . . .

P. Beckner (unintelligible)

T. Tamefuji . . . that should be something spot or ground-echo, ah, . . . ?

P. Beckner (unintelligible) . . . okay

T. Tamefuji . . . ah, I - I have many experience ah, ah, aircraft, echo or radar screen . . ., echo . . .

P. Beckner Right

T. Tamefuji . . . yeah, ah, so I could identify that is . . . ah aircraft echo . . . I have many experiences before in checking oncoming aircrafts on a radar.

S. Mimoto I experienced often in checking oncoming aircraft on radar before.

T. Tamefuji Just like ah traffic.

P. Beckner Okay . . .

T. Tamefuji . . . just the right (unintelligible) . . . talking.

P. Beckner . . . so what you saw was similiar to what you seen before, when you were picking up other traffic?

T. Tamefuji Yes

P. Beckner Okay, okay, um, the lighting conditions, I talked about the lighting conditions outside. How 'bout the lighting conditions inside the aircraft? Were there cockpit lights on . . .

T. Tamefuji Hummm, no . . .

P. Beckner . . . and all that sort of stuff or . . .

T. Tamefuji . . . hummm, it was for night flights seeting.

P. Beckner Right, okay.

T. Tamefuji Bright, it looked bright . . .

P. Beckner Not bright but . . .

T. Tamefuji Dim

P. Beckner . . . dim, okay. Was there? Was there any attempt to - did you guys turn them down all the ways, or . . .

T. Tamefuji Hummmm . . .

P. Beckner . . . what you saw outside couldn't have possibly, could have possible been a reflection or something from inside the cockpit?

T. Tamefuji Hummmm . . .

P. Beckner I'm just, just asking . . .

T. Tamefuji Yeah, yeah . . . I understand that. Ah, I - I want to say there is not possibility what you think . . .

P. Beckner Okay of reflection . . .

T. Tamefuju . . . ah, no.

P. Beckner Okay. Was the light turned all the way off just to see if it made any difference, er . . . ?

T. Tamefuji Um . . .

P. Beckner . . . do you remember if - if you did that, er, the Captain may have done it?

T. Tamefuji Umm, ah, I was very busy, so, ah, I . . .

P. Beckner That's right you were the flying pilot . . .

T. Tamefuji Yes, and ah, 150 feet . . .

P. Beckner Yeah

T. Tamefuji . . . and so, but ah, maybe, maybe not good word but, maybe ah, Captain try down dark - darker . . .

P. Beckner Okay, darker, okay

T. Tamefuji . . . and ah, I flight engineer calculator (unintelligible) so he had ah . . .

P. Beckner So he had a spot on his table?

T. Tamefuji Yes

P. Beckner By the engineer table?

T. Tamefuji Yes, I - when I saw, but ah, cockpit was ah, dark.

P. Beckner Okay. Ah, what size would you estimate this - this object to be?

T. Tamefuji Hummm, it is hard to say, but - ummm, I thought it was ah, ah, I thought it was larger than ah, aircraft.

S. Mimoto What kinds of aircrafts?

T. Tamefuji An originally oncoming aircraft . . .

S. Mimoto It feels like it's larger than normal airplane. Oncoming airplane . . .

P. Beckner Okay. Okay. Ah, did you notice any magnetic disturbances, ah, the compass . . .

T. Tamefuji No . . .

P. Beckner . . . swing or anything . . .

T. Tamefuji . . . but ah, um, I think you have ATC tape of that time?

P. Beckner Right

T. Tamefuji And controllers tape, ah, said that several times you're garbling . . .

P. Beckner No . . .

T. Tamefuji . . . but ah, my English is so hee . . . how should I said that reasoning . . . I thought perhaps the air traffic controller did not understand my English, so, he said 'garbling'.

S. Mimoto Oh, maybe Air Traffic Control did not understand my English, so . . .

P. Beckner No

S. Mimoto . . . he was polite and said 'garbling'

P. Beckner . . . said (unintelligible) government garble, okay.

T. Tamefuji (unintelligible) but ah . . .

S. Mimoto That's the way I thought . . .

P. Beckner Was that all the way, the whole length of the trip? He felt that, er, er, was it just during this period of time when you were working with . . .

T. Tamefuji Oh yeah, hummm . . .

P. Beckner . . . when you were asking him about the other traffic?

T. Tamefuji Yes

P. Beckner Okay. How 'bout later on in the flight? Did he ask you to say again, you're garbled, er . . .?

T. Tamefuji No, no . . .

P. Beckner . . . okay, just . . .

T. Tamefuji . . . just ah, ah, from Pottat, Alaska til . . .

P. Beckner Right

T. Tamefuji . . . and ah, radar contact with controllers, and ah, there was no garbling . . .

P. Beckner Okay

T. Tamefuji . . . ah, at that time.

P. Beckner And your initial contact was Center?

T. Tamefuji Yes

P. Beckner Okay

T. Tamefuji It clear after that moment.

P. Beckner Okay

T. Tamefuji (unintelligible)

P. Beckner How 'bout navigation, did you notice any navigation interference, ah . . . ?

T. Tamefuji (unintelligible)

P. Beckner . . . I understand you're on I N S, so there, there is no problem there, okay. Was there any turbulance, did the airplane experience any turbulance anytime you saw this, the objects?7

T. Tamefuji (unintelligible)

P. Beckner Okay. How 'bout the autopilot, did - was it on autopilot?

T. Tamefuji Yes

P. Beckner Okay, did the autopilot kick off?

T. Tamefuji No

P. Beckner Er, it stayed on all the time?

T. Tamefuji No

P. Beckner Okay. Um, let me just read my notes here and see if I have got everything I needed to ask you about. You say that you had suggested to the Captain that you call Center and ask if they had any targets?

T. Tamefuji Hum . . .

P. Beckner About how long after you first saw this did you go, b-before asking about calling Center?

T. Tamefuji Hummm, hum - at first in my mind . . .

P. Beckner Right, yeah

T. Tamefuji . . . and conversation so it was not too long but, ah - hummm, I can't say exactly but two or three minutes.

P. Beckner Okay, okay. Um - Was the Captain the first one to spot the ob - the ah, lights?

T. Tamefuji The who?

P. Beckner First saw the object?

T. Tamefuji Hummm, I think ah, at the same time, almost.

P. Beckner Okay

T. Tamefuji But ah, it is not impossible to at same time . . .

P. Beckner Right, but . . .

T. Tamefuji (unintelligible)

P. Beckner . . . but - but communicating, yeah.

T. Tamefuji Humm, um, not so much different between . . .

P. Beckner Okay. So pretty much at the same time you both saw it?

T. Tamefuji Right

P. Beckner And at that time it was ten to eleven?

T. Tamefuji Hummm, I thought.

P. Beckner That's what I'm asking is what you thought?

T. Tamefuji Yeah

P. Beckner Okay. Um. Okay we discussed the ah, turn, the 360?

T. Tamefuji Um hum

P. Beckner I understand somewhere in the flight you guys also descended from 3, 5, 0 to 3, 1, 0?

T. Tamefuji Yes

P. Beckner Did - did the object stay with you at that point, or did the lights stay with you, or whatever?

T. Tamefuji Humm, hum at that time . . .

P. Beckner At that time did you still have them in sight?

T. Tamefuji Yes, but ah, different.

P. Beckner Um hum

T. Tamefuji Ah, the object was different side the captain's side so I can not . . .

P. Beckner Okay you could not see it, okay. So you actually saw it only for about five to ten minutes?

T. Tamefuji Hummm, I think so.

P. Beckner Ah, because I understand that the - the target was ah., not target, but the item, object, lights, whatever, were in sight for upwards of around fifty minutes, total. That's what the Captain saw, was about that length of time.

T. Tamefuji Umm, um

P. Beckner And ah, but I understand that from where you were sitting you might not have been able to see it as long as he could have?

T. Tamefuji Yeah

P. Beckner Especially during the turn?

T. Tamefuji Yeah

P. Beckner Okay. Were there any other ah - was there any other aircraft? Did you see any other aircraft during that particular flight?

T. Tamefuji No ah, no other ATC ah, I mean ah, um, as . . .

P. Beckner Right

T. Tamefuji . . . and ah . . .

P. Beckner You didn't see any other aircraft at all?

T. Tamefuji In last part of the incident United Air . . .

P. Beckner Right

T. Tamefuji . . . ah, from Anchorage.

P. Beckner Hum, huh

T. Tamefuji . . . And we can - what's that - we could see . . .

P. Beckner You could see (unintelligible)

T. Tamefuji United

P. Beckner Okay you could see United . . .

T. Tamefuji (unintelligible)

P. Beckner Okay, did he - did United when you saw him was he flashing his lights at you or anything, er just normal nav lights, er . . .

T. Tamefuji Humm . . .

P. Beckner . . . do you remember what . . .?

T. Tamefuji Humm, remember, just she passed my left-hand side . . .

P. Beckner Hum huh

T. Tamefuji . . . and ah, I can't say.

P. Beckner Okay. Okay ah, did the intensity of these lights change, at all . . .

T. Tamefuji Humm . . .

P. Beckner . . . or were they pretty much the same intensity for the time that you saw them?

T. Tamefuji Hummm, was it a change of intensity? How should I say . . . ? On and off but became stronger ah, became weaker, became stronger, became weake, different from the strobe lights.

S. Mimoto Some got stronger, and changed to weaker stronger again then weaker, and stronger, weaker . . .

P. Beckner Okay. Okay. Okay. Okay, ah, you mentioned the lights that you've shown me here. This pattern that you've shown me here, the Captain has also, shown us also. But just so I, make sure I understand everything here, let me just show you ah, the details of what the Captain - and I don't know if you've seen these or not, but you've . . .

T. Tamefuji Hum, hum

P. Beckner This was in the newspaper here in Anchorage, for example. And this shows a similiar type pattern is what you have here . . .

T. Tamefuji Humm

P. Beckner . . . but I just wonder if you - you also may have seen this particular ah, shape or ah, object?

T. Tamefuji Hummm

P. Beckner And you can probably read what is - is written here so, just kinda read that over, and . . . Do you remember seeing anything like that yourself?

T. Tamefuji Humm, I don't see ah, anything like this, but ah, as I told . . .

P. Beckner Yeah, this ah . . .

T. Tamefuji . . . and you if, we can connect these lights - are - it will be a big object but, ah . . .

P. Beckner Right

T. Tamefuji I can not just - there are some lights ahead or not.

P. Beckner Okay, that was during the turn . . .?

T. Tamefuji No ah, I think it was before turn . . .

P. Beckner Oh okay

T. Tamefuji . . . and ah, we of course we convesed a lot and . . .

S. Mimoto We are talking, discussing . . .

T. Tamefuji And while we were talking I saw it momentarily.

S. Mimoto While conversation was going, I peeked out and momentarily I saw it.

P. Beckner You saw this, okay. Um, after the turn. Were you able to see anything anymore, like this light pattern here?

T. Tamefuji No

P. Beckner Okay, er this - this pattern here?

T. Tamefuji Humm, no.

P. Beckner Okay. And tha - so that was the last time you saw it, was prior to the turn . . .

T. Tamefuji Humm

P. Beckner Okay, okay. Well sir, that's all I can think to ask you. Is there anything you'd like ta - to further add - and give us some more understanding to what you folks saw up there?

T. Tamefuju Humm, no well, I am certain that I saw something.

S. Mimoto Well I'm - I'm sure I saw something.

T. Tamefuji It was clear enough to make me believe taht there was an oncoming aircraft.

S. Mimoto This is clearly enough to make me believe it was an oncoming airplane.

P. Beckner Okay

T. Tamefuji That's the starting point of this story.

S. Mimoto That's the beginning of this story.

P. Beckner No the story, ah, (laughter). Okay um, well that pretty much concludes the questions I have for you. And again I appreciate you coming in. Especially on such short notice. And Sy I appreciate you coming in also on such short notice. So thank you very much . . .

T. Tamefuji And ah, can I ask one question?

P. Beckner Sure

T. Tamefuji Ah, I read the FAA news hummm, ah, humm, I found military radar picked up some kind of target on their radar. (unintelligible) What type of understanding?

P. Beckner Umm, I'm not sure what they seen on that radar, right at the present moment.

T. Tamefuji Ah huh

P. Beckner And um, let me just do this. I can find out and let you know.

T. Tamefuji And ah, well Saturday ah, ah, TV interview from New York.

P. Beckner Oh is that right.

T. Tamefuji Yeah

P. Beckner Oh

T. Tamefuji And ah, the interview said military, some kind of commander I don't remember, but, ah, some military . . .

P. Beckner Military - military ah, commander?

T. Tamefuji Ah, how should I say, but some personnel from military said this was a weather interference.

S. Mimoto And this military commander said it was a weather interfere . . . interference.

P. Beckner (unintelligible)

T. Tamefuji Ah, on the radar

S. Mimoto On the radar

P. Beckner Okay, that I - that I don't know, um . . .

T. Tamefuji But ah, it was clear sky, so . . .

P. Beckner Right

T. Tamefuji . . . there's no possibility of weather interference.

P. Beckner On the weather, interference, okay. Well I'll do this, I will find out what the result of the analysis is on those. We're going to eventually get that anyway. And I'll let you know what we have. Okay? I have your phone number so I'll do that. Okay?

T. Tamefuji Yes

Jan 21, 1987

A JAL flight engineer, Yoshio Tsukuba, was interviewed by Pete Beckner of FAA on January 15, 1987, through an interpreter, Sayoko Mimoto, regarding to the UFO which had been sighted on the 17th of November, 1986, by Captain Terauchi.

Beckner: *Describe what you saw.*

Tsukuba: May I speak in Japanese?

Beckner: Oh! Yes, please.
Mimoto: Oh! yes, please.

Tsukuba: The first time I saw it was through the L1 window, at the 11 o'clock position. It looked larger than navigation lights. I do not remember exactly how many of those (lights) were there but clusters of lights were undulating.

Beckner: What was the color of those lights, was it green?

Tsukuba: I can not describe the details but it was white or amber colored lights.

Beckner: When you saw the object was it obvious to you? Did you notice it immediately?

Tsukuba: Yes, it was. I noticed it immediately.

Beckner: Did it stay with you at position 11 o'clock? How long did you see this object?

Tsukuba: Yes, approximately 5 minutes, 10 minutes, I think I saw it for about 10 minutes after I sighted it the first time. The reason is because the Captain wanted to take pictures. His camera bag was placed behind his seat, beside mine, and I handed it to him. But he could not take pictures, so I placed his camera bag beside my seat again. So I think it took about 10 minutes.

Beckner: Why could he not take any pictures?

Tsukuba: Well, his camera is Alpha 7,000, with film ASA 100. He could not operate it well. I mean the operating procedure of the camera was not understood well.

Beckner: What kind of camera did he have?

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Tsukuba: Alpha 7,000. It is made by Minoruta. I wonderwhat it is called in America.

Beckner: Have you seen this kind of thing before? Was this the first time anything of this nature has happened to you?

Tsukuba: Yes, this was the first time.

Beckner: Who first sighted the object?

Tsukuba: I do not know which person picked it up first. I was making a landing data. The Captain told us to see if there is a some kind of object outside.

Beckner: Did you see the radar?

Tsukuba: When the Captain told me to look, I could see the radar.

Beckner: Were you able to see it on radar? What did you see on the radar?

Tsukuba: Yes, a green dot like, not exactly like a dot. It was not a dot, but stream like, I think the range was about 10 miles. I do not think it (on the radar) was the same lights as the one I saw in front of us.

Beckner: How was the intensity of the lights? Did the intensity of the objects' lights change?

Tsukuba: Basically the same. I cannot describe it. Not even in Japanese. The first one did not change. The second light was very difficult to see. It was so vague.

Beckner: Was any other target picked up on radar?

Tsukuba: I cannot remember. The tilt angle of the radar was difficult to see.

Beckner: Difficult to remember, on the radar, did you have to look for the object?

Tsukuba: I identified immediately the one in front of us .

Beckner: At the time of sighting, how were the lighting conditions outside?

Tsukuba: It was just at sunset at right front of us. There was a stripe of red line and almost dark, it was almost pitch dark behind us.

Beckner: How was the lighting conditions inside the cockpit?

Tsukuba: We had night illumination at above sideways. I was using a spot light while calculating the data. I do not remember whether the Captain had the lights turned off or not. There is a switch that can turn the light to regular fluorescent or to dark. It was set to dark.

Beckner: How long did you see the object?

Tsukuba: The one in front of us, as I mentioned earlier, I saw it for about 10 minutes, then, the one on our left side at 9 o'clock, together, a total of 30 minutes. The lights in front of us and the other one were of two absolutely different nature of lights.

Beckner: Would you show us what they looked like on this paper?

Tsukuba: The lights in front of us were clusters of lights like this. I think they were made of two parts. How should I say this, but the lights were shaped like windows of a passenger aircraft.

Beckner: What was the shape of the object like?

Tsukuba: I do not know. It was just lights. The one in front of us was like an aircraft viewed from another aircraft which was ours.

Beckner: Did the object move with your aircraft when you changed direction or altitude?

Tsukuba: When we saw the first one in front of us, we did not change the heading, but the second one, it was really hard to see, I had to try real hard to see it, so we changed heading. I think the object was with us when we changed altitude. When we changed altitude, I could not see. The Captain said it was still there, so I felt like it was there.

Beckner: Did you see another aircraft?

Tsukuba: I saw United Air Line.

Beckner: Any other lighted, or unlighted objects?

Tsukuba: When the United aircraft was passing by, we were seeing the second lights.

Beckner: Did the intensity of lights change?

Tsukuba: The first lights I saw was unchanged until they disappeared. The second one, it was so hard to see. In my mind, I am not certain whether it was lights of a distant town or a strange object.

Beckner: What were the weather conditions?

Tsukuba: It was clear.

Beckner: Did you see any stars?

Tsukuba: I think there were stars, but...

Beckner: Any magnetic disturbance?

Tsukuba: No.

Beckner: Were there any instrument fluctuations on your Flight Engineer's panel during the objects presence?

Tsukuba: No, it didn't (there weren't).

Beckner: Do you wear glasses?

Tsukuba: No, I don't.

Beckner: Was there any reflection on the inside of the glass?

Tsukuba: Reflection? What do you mean?

Mimoto: Did you see any reflection of inside lights on the aircraft window glass?

Tsukuba: No. there was not any.

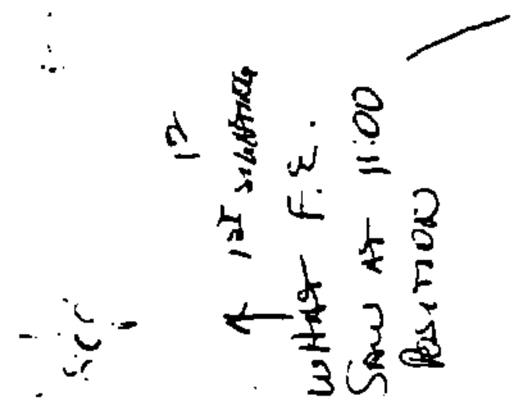
Beckner: Would you like to add anything? Do you have any questions? We have come here and interviewed you a lot. Is there anything we can answer regarding your questions?

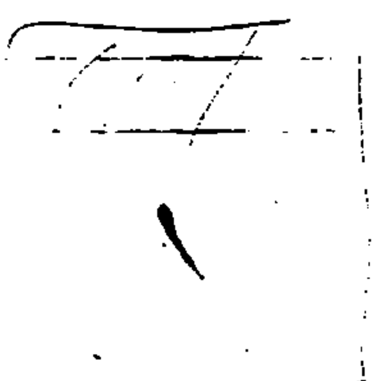
Tsukuba: The points I would like to reinforce are that the lights in front of us were different from town lights. I can not describe the shape. I am not as certain as I am about the lights on the left side. I do not know what the shape of the objects was. So I am sure that the lights that were in front of us were different from town lights. When I was interviewed here at the first time by FAA personnel, I was not sure whether the object was an UFO or not. My mind has not changed since then.

Peter E. Beckner
A.S.I.

Sayoko D. Mimoto
Interpreter

F.E.'s DRAWINGS





(10)

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION

Anchorage Air Route Traffic Control Center

The following is a report concerning the incident to aircraft JL1628 on November 18, 1986 at 0230 UTC.

My name is Carl E. Henley (HC) I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

During the period of 2030 UTC, November 17, 1986, to 0430 UTC, November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the D15 position from 0156 UTC, November 18, 1986 to 0230 UTC, November 18, 1986.

At approximately 0225Z while monitoring JL1628 on Sector 15 radar, the aircraft requested traffic information. I advised no traffic in his vicinity. The aircraft advised he had traffic 12 o'clock same altitude. I asked JL1628 if he would like higher/lower altitude and the pilot replied, negative. I checked with ROCC to see if they had military traffic in the area and to see if they had primary targets in the area. ROCC did have primary target in the same position JL1628 reported. Several times I had single primary returns where JL1628 reported traffic. JL1628 later requested a turn to heading 210°, I approved JL1628 to make deviations as necessary for traffic. The traffic stayed with JL1628 through turns and decent in the vicinity of FAI I requested JL1628 to make a right 360° turn to see if he could identify the aircraft, he lost contact momentarily, at which time I observed a primary target in the 6 o'clock position 5 miles. I then vectored UA69 northbound to FAI from ANC with his approval to see if he could identify the aircraft, he had contact with the JL1628 flight but reported no other traffic, by this time J11628 had lost contact with the traffic. Also a military C-130 southbound to EDF from EIL advised he had plenty of fuel and would take a look, I vectored him toward the flight and climbed him to FL240, he also had no contact.

Note: I requested JL1628 to identify the type or markings of the aircraft. He could not identify but reported white and yellow strobes. I requested the JL1628 to say flight conditions, he reported clear and no clouds.

Carl E. Henley

November 19, 1986

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 6, 1987

The following is a report concerning the incident to Japan Airlines Flight 1628 (JL1628) North of Fairbanks, Alaska on November 18, 1986 at 0218 UTC.

My name is Carl E. Henley (HC). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska.

During the period of 2030 UTC, November 18, 1986, to 0430 UTC, November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the R/D15 position from 0156 UTC, November 18, 1986 to 0230 UTC, and the R15 position from 0230 UTC, November 18, 1986 to 0258 UTC, November 18, 1986.

I am making this statement to clarify certain points in my original statement dated November 19, 1986.

Ref paragraph 4:

I stated in paragraph four that several times I had several primary returns where JL1628 reported traffic; in actuality I observed three types of targets. I saw tentative radar targets which showed up as a (-) symbols. I saw (+) symbols that indicate radar only tracks. I also saw non run lenth targets which show up as a (.) symbols.

Additionally, I stated the traffic stayed with JL1628 through turns and descent, this information was what I received from JL 1628.

Carl E. Henley
Air Traffic Control Specialist
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 7, 1987

The following is a report concerning the incident involving aircraft JL 1628 north of Fairbanks on November 18, 1986 at 0218 UTC.

My name is Samuel J. Rich (SR). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

During the period of 0035 UTC, November 18, 1986, to 0835 UTC, November 18, 1986, I was on duty in the Anchorage ARTCC. I was working the D15 position from 0230 UTC, November 18, 1986, to 0530 UTC, November 18, 1986.

The pilot of JL 1628 reported that he had traffic at his altitude. He stated it was a big plane with yellow and white lights. We advised him we had no traffic in his position. We adjusted the radar PVD to approximately a 25 mile scale and there was a radar return in the position the pilot had reported traffic.

I called ROCC to ask if they had any military traffic operating near JL 1628. The ROCC said they had no military traffic in the area. I then asked them if they could see any traffic near JL 1628. ROCC advised that they had traffic near JL 1628 in the same position we did.

I asked ROCC if they had any aircraft to scramble on JL 1628, they said they would call back. However, there was no further communication regarding the request for a scramble.

Samuel J. Rich
Air Traffic Control Specialist
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 9, 1986

The following is a report concerning the incident to Japan Airlines Flight 1628 (JL1628) north of Fairbanks, Alaska on November 18, 1986 at 0218 UTC.

My name is John L. Aarnink (AA). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska. During the period of 2230 UTC, November 17, 1986 to 0630 November 18, 1986 I was on duty in the Anchorage ARTCC. I was training on Sector D13 from 2300 UTC, November 17, 1986, to 0300 UTC, November 18, 1986.

I was on my way to take a break when I noticed the unusual activity at the Sector 15 positions. I plugged into the C15 position and assisted them by answering telephone lines, making and taking handoffs, and coordinating as necessary. As to the specific incident, I monitored the aircrafts transmissions and observed data on the radar that coinsided with information that the pilot of JL1628 reported. I coordinated with the ROCC on the BRAVO and CHARLIE lines. They confirmed they also saw data in the same location. At approximately abeam CAWIN intersection, I no longer saw the data and the pilot advised he no longer saw the traffic. I called the ROCC and they advised they had lost the target. I then unplugged from the position and went on a break.

John L. Aarnink
Air Traffic Control Specialist
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINSTRATION
Anchorage Air Route Traffic Control Center

January 9, 1987

The following is a report concerning the incident involving Japan Airlines Flight 1628 (JL1628) North of Fairbanks, Alaska on November 18, 1986 at 0218 UTC.

My name is Joseph Rollins (JR). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska. During the period of 2340 UTC, November 17, 1986 to 1850 UTC, November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the E1 position from 0006 UTC, November 18, 1986 to 0425 UTC, November 18, 1986.

During the time period prior to this incident all operations were normal. I had assigned Mr. Henley to the combined R15, D15 position to work by himself. The traffic was light and lunch breaks were in progress. At approximately 0220 UTC Mr. Henley informed me that JL1628 had indicated that he had traffic and wanted information. I then advised the Area Manager that JL1628 was requesting information on traffic that we were not aware of. Mr. Rich returned from lunch and was assigned the D15 position and Mr. Henley was moved to the R15 position. I understood that Mr Aarnink had plugged into the C15 position only to observe. During the time following my being notified, I was involved in operational supervision and coordinatation between the controllers and the Area Manager. I intermittently monitored the radar but at no time observed any radar data that in my opinion, conclusively indicated traffic for the JL1628 flight. At 0254 UTC I informed the Area Manager that the pilot of JL1628 had lost visual contact with his traffic.

Joseph Rollins
Area Supervisor
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 9, 1987

The following is a report concerning the incident to Japan Airlines Flight 1628 (JL1628) north of Fairbanks, Alaska on November 18, 1986 at 0218 UTC.

My name is Erland D. Stephens (AS). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska.

During the period of 0100 UTC, November 18, 1986, to 0900 UTC, November 18, 1986, I was on duty in the Anchorage ARTCC. I was working the Area Manager in Charge position from 0100 UTC, November 18, 1986, to 0900 UTC, November 18, 1986.

At 0221 UTC I was notified by Joe Rollins, Area B Supervisor, that JL1628, had reported traffic at his altitude (FL 350), distance one (1) mile with a white and yellow strobe light. I notified the Alaska Regional Operations Center (ROC) and the Elmendorf Regional Operational Control Center (ROCC) about this observed traffic.

At 0233 UTC, after Mr. Rollins advised me that JL1628 had reported the traffic to be paralleling his route and that Sector R15 radar and ROCC had intermittent radar returns in the area of JL1628s observed traffic I notified the U.S. Customs office at Anchorage International Airport about the possibility of a lost aircraft following JL1628 to Anchorage. At 0245 UTC, Mr. Rollins advised me that JL1628 had lost visual contact with the unknown traffic at 0257 UTC. Mr. Rollins advised me that ROCC had lost radar contact with the unknown traffic. At 0423 UTC I gave this information to the Washington D.C. ROC.

Erland D. Stephens
Air Traffic Control Specialist
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 9, 1987

The following is a report concerning the incident to aircraft JL1628 north of Fairbanks, Alaska, on November 18, 1986 at 0218 GMT.

My name is Manfred F. Keller (FK). I am employed as an Automations Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

I interpreted the recorded data (radar) reference JL1628. I searched the specific areas where the pilot reportedly had traffic and could not find any indications of other target information.

Manfred F Keller

Manfred F. Keller
Air Traffic Control Specialist
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 7, 1987

The following is a report concerning the incident to JL1628 North of Fairbanks, Alaska, on November 18, 1986 at approximately 0218 UTC.

My name is Anthony M. Wylie (AW). I am employed as a Quality Assurance Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

I have reviewed the Continuous Data Recording of ZAN EARTS, (radar data), reference JL1628 alleged sightings. I could not find any target information in the vicinity of the reported traffic. The radar track appeared to be normal and consistent with other tracking data I have reviewed in the past.

Anthony M. Wylie
Quality Assurance Specialist
Anchorage ARTCC

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIR TRANSPORTATION SECURITY

On November 17, I responded to a call from the ROC reference an incident involving unidentified air traffic (UAT) following JAL flight 1628 into Anchorage. I asked Agent Mickle to meet me at Anchorage Airport.

Upon arriving at ANC, I met Agent Mickle and Inspector Wright (FSDO-63) who had been at the aircraft. All three of us then proceeded to JAL operations to interview the crew. At JAL Operations we met with Captain Terauchi, 1st Officer Tamefuji, and 2nd Officer Tsukuda along with Mr. Shimbashi, the JAL Operations Manager at Anchorage.

The three crewmen stated that just after passing POTAT intersection inbound to Anchorage on J529 they observed strange lights ahead of their B-747. These lights changed position after 2 minutes but remained in front of the A/C for another 10 minutes, then moved to the left side of the A/C. They stated that all they could see were the lights and at no time could they see any craft. However, they did show an object on their WX radar at about 7 miles. The lights were yellow, amber, and green, but no red. The lights were in two seperate sets which changed position relative to one another. The crew said that they contacted ARTCC confirmed that they also had it on radar. Near Fairbanks, the crew executed a 360° turn and the lights stayed with them off of their left side. They then proceeded to Anchorage and the lights were still visible until around 40 miles north of TKA when they moved away to the east. The crew reported their speed as 0.84 Mach and their altitude between FL390 and 310 as assigned along the route.

The only problem noted with their systems was some static in the VHF receiver. The Navigational system in use was INS with no apparent problems.

Upon completion of my discussion with the crew, I called Captain Stevens (Duty Officer to NORAD) and asked if he had any question other than what I had asked. He said he had no other questions, but they also showed two targets on radar (one was JAL). He stated that they would give all data to Intelligence in the morning. I then asked Bobby Lamkin by phone if AF was holding the data and he said yes.

INTERVIEWED/REVIEWED ON November 17, 1987, AT Anchorage, Alaska

BY Special Agents James Derry [redacted], FILE NO. ________

FAA Form 1600-32-1 (2-73)

GPO 942-494

Agent Mickle and I then met with Dave Smith (ACS-300) and briefed him on the incident.

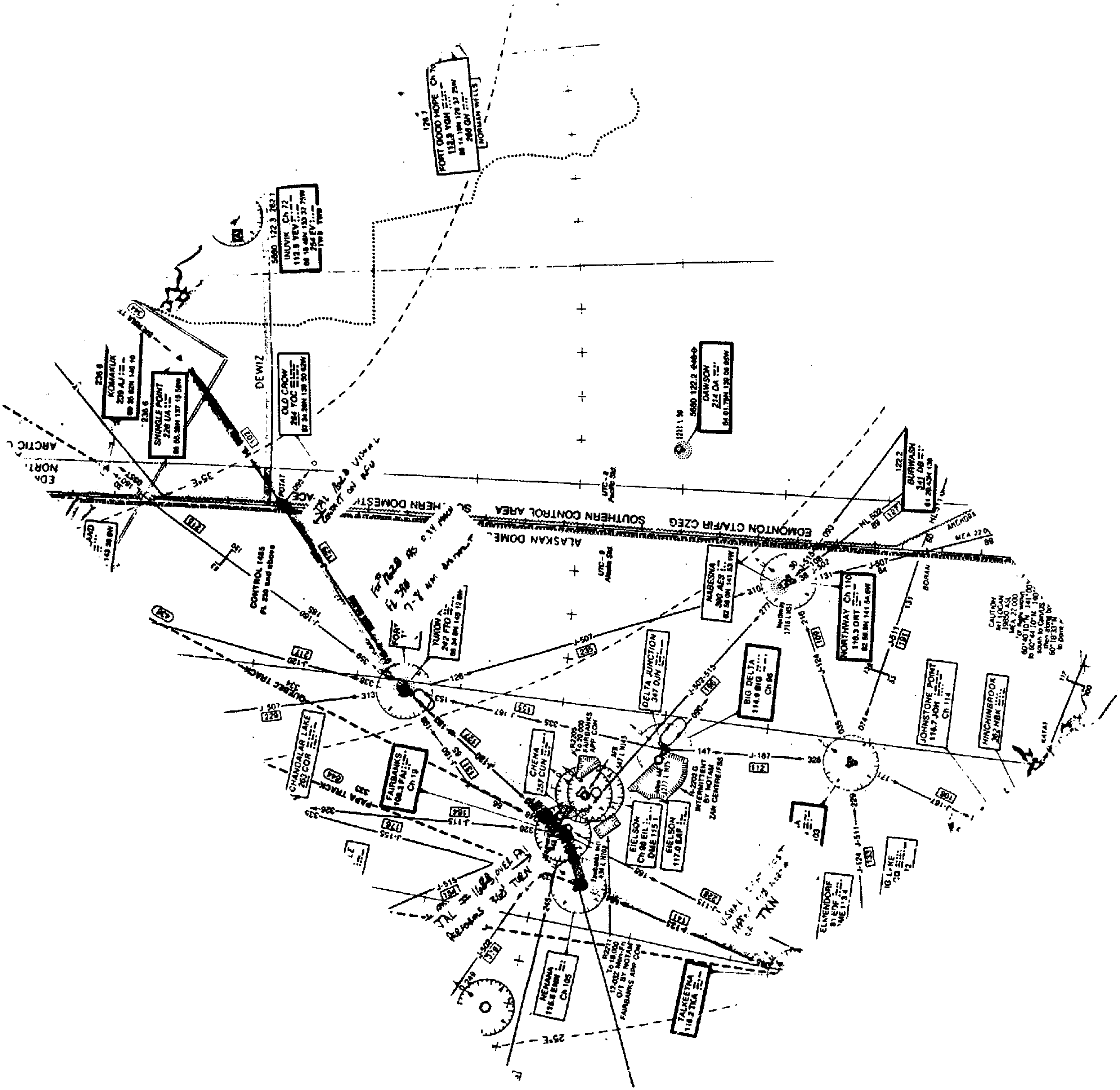
On the morning of November 18, I briefly discussed the incident with AAL-1 & 2.

Attached is a statement from Agent Mickle and a chart and drawings by the JAL Captain.

Only the drawings are by Cpt. Jeruchi the chart was drawn by Agent Mickle from the Captains statement [initials] -

INTERVIEWED/REVIEWED ON November 17, 1986 AT Anchorage, Alaska

BY Special Agents James Derry, [redacted] FILE NO.



FORT GOOD HOPE
INUVIK
OLD CROW
DAWSON
SHINGLE POINT
KOMAKUK
DEWIZ
SOUTHERN CONTROL AREA
EDMONTON CTA/FIR CZEG
BURWASH
NABESNA
NORTHWAY
BIG DELTA
DELTA JUNCTION
JOHNSTONE POINT
HINCHINBROOK
CHENA
FAIRBANKS
CHANDALAR LAKE
EIELSON
NENANA
TALKEETNA
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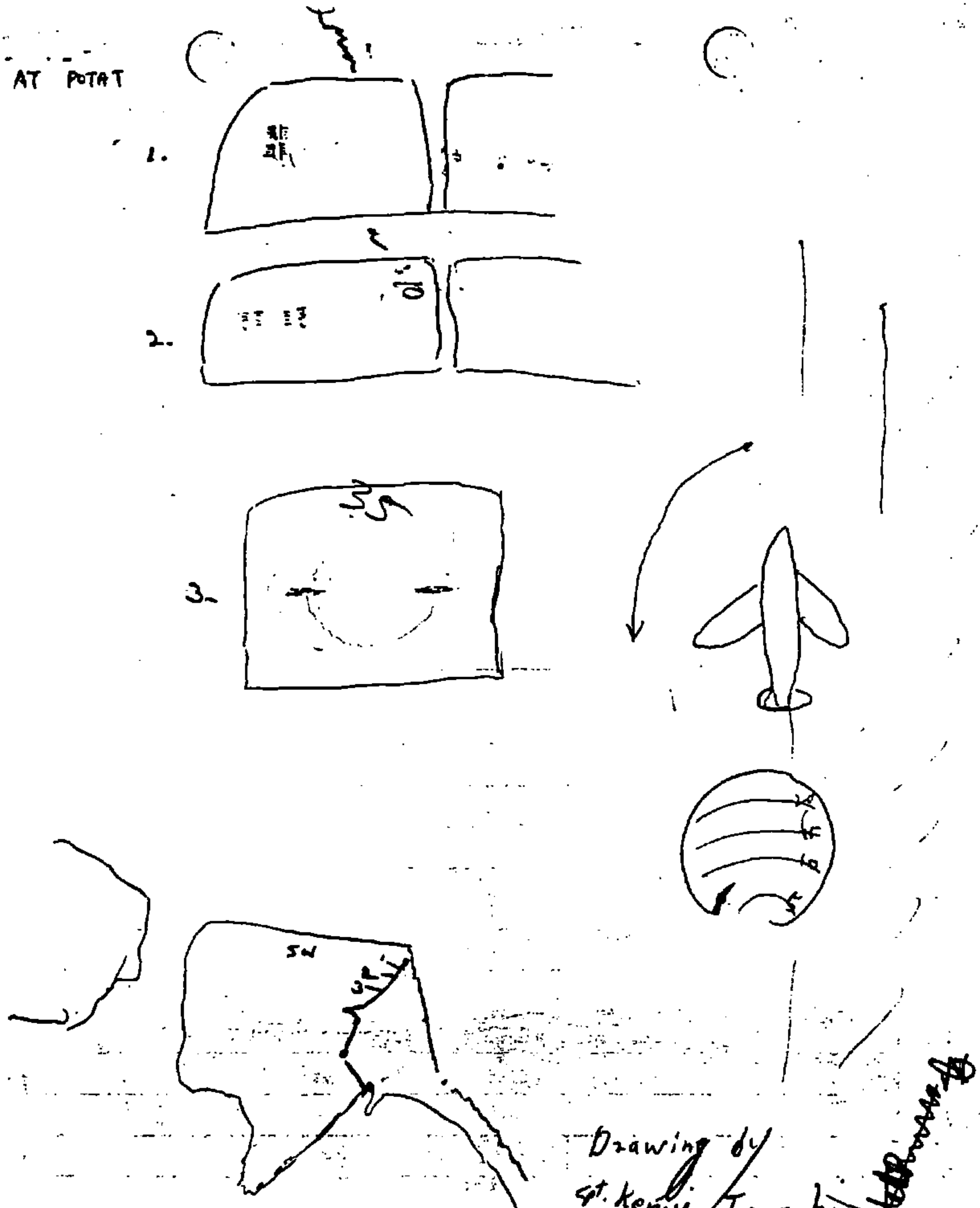
AT POTAT



Drawing by
Capt. Kenju Terauchi
JAL-Pilot
Nov. 17th

As per telephonic request from FSDO-63, the following are the events which took place on November 17, 1986 and were taken from my personal notes during the interview: Responded to Japan Airlines station office as instructed by Manager (James S. Derry), AAL-700. Myself and Jim Derry interviewed the crew of JAL Flight 1628, which reported the sighting of unidentified air traffic. The flight crew consisted of the Captain, Kenju Terauchi, First Officer Takanori Tamefuji, and Flight Engineer Yoshio Tsukuda. Captain Terauchi stated the cargo only flight had departed Reykjavik, Iceland. Captain Terauchi stated he first sited (visually) the unidentified air traffic (UAT) in the vacinity of Potat intersection and the ADIZ. The aircraft he was piloting (B747) was at flight level 390, airspeed 0.84 Mach. Captain Terauchi indicated the UAT was in front of his aircraft at a distance of approximately seven to eight nautical miles for approximately 12 minutes. The Captain stated the distance was indicated by the onboard Bendix color radar. Captain Terauchi stated that while he had a visual on the UAT, he spotted yellow, amber and green lights, and a rotating beacon, but no red lights. The Captain said there were two distinct sets of lights, but appeared to be joined together (as fixed to one object). Captian Terauchi ascertained through visual sighting and radar, that the UAT was equal in size to a B747, possibly larger.

Captain Terauchi stated that during the visual sighting, the lights of the UAT changed from a horizontal position to a vertical position and had positioned itself from in front of the B747 to port side. The UAT stayed on the port side for approximmately 35 minutes.

Captain Terauchi said he was communicating with ARTCC personnel during the sighting. The captain stated he requested, and received, permission to perform a 360 degree turn while in the vacinity of Fairbanks, Alaska, which he had a visual on. Captain Terauchi stated the UAT maintained its position on the port side during the turn. Captain Terauchi stated visual sight of the UAT was lost approximately 40 nautical miles north of Talkeetna, while continuing on to Anchorage.

Additional information regarding the flight:

Captain Terauchi stated there was static during VHF communications with the ARTCC.

Captain Terauchi indicated there was erratic movement with lights of the UAT during the visual contact.

Navigation was being performed by coupling of the onboard INS's.

INTERVIEWED/REVIEWED ON November 17, 1986, AT Anchorage, Alaska,

BY Ronald E. Mickle, FAA S/A, FILE NO. ________

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIR TRANSPORTATION SECURITY

Captain TERAUCHI stated that FAA ATC had indicated to him the presence of a primary target in addition to his aircraft.

Ronald E. Mickle
PSI, AAL-700

Addendum: Through a confidential source at Japan Airlines, it was stated to me that this was not the first sighting of an unidentified aircraft by Captain TERAUCHI.

INTERVIEWED/REVIEWED ON November 17, 1986 AT Anchorage, Alaska

BY Ronald E. Mickle, PSI, FAA, AAL-700 FILE NO.

FAA Form 1600-32-1 (2-73)

GPO 942-684

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Walt Andrus —
Your info.
Dick Farnell

JUNEAU EMPIRE 2-26-87

FAA offering UFO mail-order package

THE ASSOCIATED PRESS

ANCHORAGE – If you want an inside look at the UFO sighting made by a Japan Air Lines flight crew recently, the Federal Aviation Administration will send you everything you ever wanted to know about the incident for $194.30.

The complete package includes tapes of interviews with crew members, spaceship drawings by the JAL pilot and air controller statements. But that's not all. You even get four glossy color photos of regenerated radar data.

The unusual FAA mail-order offer is an agency effort to cope with enormous public interest in the November sighting, said FAA spokesman Paul Steucke.

Since the sighting was publicly disclosed in January, the FAA's Anchorage office has received information requests from more than 200 members of the news media, as well as 46 requests from individuals.

For those on tight budgets, the FAA's UFO package can be broken down. The agency is offering 20 individual items, ranging from a $50 cassette tape of communications between the controllers and the flight crew, to a 30-cent copy of an FAA form summarizing the sighting. Orders of less that $5 are free.

The FAA on March 5 is scheduled to release the results of its investigation of the sighting.

Editor's Note: The FAA address is 701 C St., Box 14, Anchorage, Alaska, 99513.

FAA offers UFO mail-order package

STROUDSB. PA.

ANCHORAGE, Alaska (AP) — If you want an inside look at a Japan Air Lines pilot's recent claim that he saw a UFO, the Federal Aviation Administration will send you everything you ever wanted to know about the incident for $194.30.

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Since the pilot's claim was publicly disclosed, the FAA's Anchorage office has received information requests from more than 200 members of the news media, as well as 46 requests from individuals.

Steucke said the information requests exceed those that followed the 1983 downing of a Korean Air Lines jet by the Soviets. "Without a doubt, this thing has had the most inquiries," Steucke said.

POCONO RECORD

For those on tight budgets, the FAA's UFO package can be broken down. The agency is offering 20 individual items, ranging from a $50 cassette tape of communications between the controllers and the flight crew, to a 30-cent copy of an FAA form summarizing the sighting. Orders of less than $5 are free.

JAL Capt. Kenjyu Terauchi reported on Nov. 17 that his Boeing 747 cargo jet was shadowed by two belts of light as it crossed into Alaska airspace on a flight from Iceland to Anchorage.

2-25-87

FAA offers UFO mail-order package

ANCHORAGE, Alaska (AP) — If you want an inside look at a Japan Air Lines pilot's recent claim that he saw a UFO, the Federal Aviation Administration will send you everything you ever wanted to know about the incident for $194.30.

The complete package includes tapes of interviews with crew members, spaceship drawings by the JAL pilot and air controller statements, even four glossy color photos of regenerated radar data.

The unusual FAA mail-order offer is an effort to cope with enormous public interest in the November sighting, said spokesman Paul Steucke.

Since the pilot's claim was publicly disclosed, the FAA's Anchorage office has received information requests from more than 200 members of the news media, as well as 46 requests from individuals.

Steucke said the information requests exceed those that followed the 1983 downing of a Korean Air Lines jet by the Soviets. "Without a doubt, this thing has had the most inquiries," Steucke said. POCONO RECORD

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JAL Capt. Kenjyu Terauchi reported on Nov. 17 that his Boeing 747 cargo jet was shadowed by two belts of light as it crossed into Alaska airspace on a flight from Iceland to Anchorage. 2-25-87

Anchorage Daily News

ANCHORAGE, ALASKA, TUESDAY, FEBRUARY 24, 1987 PRICE 25 CENTS

Mail order will get you UFO details

By HAL BERNTON
Daily News reporter

To all those hungering for an inside look at the strange world of extraterrestrial happenings, here's a special offer. Mail the Federal Aviation Administration a check for $194.30, and they'll send you everything you ever wanted to know about the celebrated UFO sighting by a Japan Air Lines flight crew.

The complete package includes tapes of interviews with all the crew, spaceship drawings by the JAL pilot and air controller statements. ... even get four glossy color photos of regenerated radar data.

The unusual FAA mail-order business is an effort to cope with the enormous public interest in the bizarre November sighting, which triggered a burst of international publicity. Since the sighting was publicly disclosed in early January, the FAA's Anchorage office has received information requests from more than 200 members of the media, as well as 46 requests

See Back Page, FAA

FAA: Information on UFO sighting available by mail order

Continued from Page A-1

from individuals.

Paul Steucke, the FAA spokesman, said the information requests for the UFO incident exceed those that followed the 1983 downing of a Korean Air Lines jet by the Soviets.

"Without at a doubt, this thing has had the most inquiries," Steucke said.

For those with tight budgets or limited interest, the FAA has broken down the complete UFO package into 20 individual items. They range from a $50 cassette tape of communications between controllers and the flight crew to a 30-cent copy of an FAA form summarizing the sighting. Orders less than $5 are free.

"We wanted to be as responsive as we can to the public. We don't want them to spend $100 for data they don't need," Steucke said.

The incident unfolded on Nov. 17 as a JAL flight crew on a cargo flight from Iceland to Anchorage entered Alaska air space. Capt. Kenju Terauchi reported seeing two belts of light that followed his plane, pulsating and emitting amber glows.

In an encounter that lasted about 50 minutes, he also reported seeing a third aircraft, a huge spaceship which he said was the size of two battleships. He radioed the sighting to Anchorage controllers, who saw what they thought was an object on their own radar at about the same reference point. The objects, Terauchi said, "were not made by human kind. They were of a very high technology and intelligence."

On March 5, the FAA is scheduled to release the results of its own investigation of the sighting. No charge.

U.S. Department of Transportation
Federal Aviation Administration

Alaskan Region

701 C Street, Box 14
Anchorage, Alaska
99513

February 21, 1987

IN RESPONSE TO YOUR REQUEST:

The attached order form is in response to your request for Federal Aviation Administration information regarding the unidentified traffic sighting by the flight crew of Japan Airlines flight 1628, on November 17, 1986.

We have described, itemized and listed all the materials that have been produced or obtained by the FAA in this investigation. They are listed on the attached order form.

Some persons may have found the cost of purchasing the entire inquiry package of materials to be expensive and contain items that they might not want. Hence, we have taken the opportunity to list and describe each item, with cost, so that your order can be tailored to fit your needs and budget. Please note that an order which totals $5.00 or less will be provided free of charge.

Please read the instructions carefully and return your request with payment in full.

Sincerely,

Paul Steucke
Public Affairs Officer

50 Years of Air Traffic Control Excellence
— A Standard for the World —

U.S. Department
of Transportation
Federal Aviation
Administration

Office of Public Affairs
Alaskan Region
701 C Street, Box 14
Anchorage, Alaska 99513
(907) 271-5296

LIST OF RECORDS AVAILABLE

ORDER FORM
for
JAL FLIGHT 1628
UNIDENTIFIED TRAFFIC SIGHTING
NOVEMBER 18, 1986 UTC

(The event occurred on November 17, 1986 Alaska Standard Time)

Add fees for items ordered. Make payable to Federal Aviation Administration. Send check or money order; no credit cards. Do not send cash.

(Note: Do not send payment if total amount of order is less than $5.00.)

TOTAL AMOUNT ENCLOSED: $______________________

- - - - -

FAA WILL PAY COST OF DELIVERY SERVICE BY REGULAR FIRST CLASS U.S. POSTAGE ONLY. IF YOU WISH TO HAVE COPIES SENT TO YOU BY FEDERAL EXPRESS, DHL, OR OTHER DELIVERY SERVICE, PLEASE INDICATE SERVICE DESIRED, AND PROVIDE YOUR ACCOUNT NUMBER FOR BILLING OF SHIPPING COSTS:

Service desired ______________________________

Account number ______________________________

Your Name ____

Address ____

____

____

LIST OF RECORDS AVAILABLE

ORDER FORM
for
JAL FLIGHT 1628
UNIDENTIFIED TRAFFIC SIGHTING
NOVEMBER 18, 1986 UTC
(The event occurred on November 17, 1986 Alaska Standard Time)

PLEASE MARK ITEMS DESIRED.

◯ **$194.30** **Complete package of all written records and photographs plus all tape recordings.**

◯ **$94.30** **Complete package of written records and photographs only.**

◯ **$5.05** **Complete Inspection/Investigator (Flight Standards) package, includes items 1 through 9.**

◯ **$0.30** 1. FAA Form 8020-5, Aircraft Incident Record. (Brief summary statement, submitted by Flight Standards Division, January 26, 1987) (2 pages)

◯ **$0.45** 2. FAA Form 3112, Inspection and Surveillance Record; notes by Inspector Jack Wright after interview of pilot and crew, 11/17/86. (3 pages written plus 2 pages drawings)

◯ **$0.30** 3. FAA Form 1600-32-1, Notes of interview with all three crew members of JAL Flight 1628; completed by Security Inspector Ronald E. Mickle, 11/17/86. (2 pages)

◯ **$0.40** 4. FAA Form 1600-32-1, Notes on interview with all three crew members of JAL Flight 1628, map, and drawing by the pilot; completed by Special Agent James Derry, 11/17/86. (4 pages)

◯ **$1.15** 5. Transcript of Interview with Captain Terauchi, 1/2/87, by Richard Gordon, manager of flight standards district office in Anchorage. (19 pages)

◯ **$1.10** 6. Written Statement and Drawing by Captain Terauchi; in Japanese. (16 pages written, plus 2 pages drawings)

-more-

JAL UNIDENTIFIED TRAFFIC SIGHTING Order List continued

○ $0.85 7. Written Statement by Captain Terauchi; translated by S. Mimoto of FAA Alaskan Region. **English translation of item #6.** (13 pages)

○ $1.35 8. Transcript of Interview with First Officer Tamefuji, on 1/5/87 by Inspector Peter E. Beckner. (23 pages)

○ $0.50 9. Transcript of Interview with Flight Engineer Tsukuba on 1/15/87 by Inspector Pete Beckner. (5 pages written, plus 1 page drawing)

○ **$67.70 Complete AIR TRAFFIC PACKAGE, includes Items 10 through 12.**

○ $3.05 10. Chronology of Events, report of Unidentified Traffic Sighting by Japan Airlines Flight 1628, November 17, 1986. (5 pages)

- Transcription of communication between air traffic control and JAL Flight 1628. (23 pages)

Flight path chart. 1 page (map)

Personnel statements. (Statements by seven air traffic control specialists at Anchorage Center.) (8 pages)

FAA Form 7230-4, Daily Record of Facility Operations for Anchorage Air Route Traffic Control Center, showing time and watch supervisors' entries of major items in facility log. (3 pages)

FAA Form 7230-10, Position Logs. (Record of which employees were working each position at what time.) (2 pages)

○ $7.75 11. Anchorage Air Route Traffic Control Center computer printout of Continuous Data Recordings (radar tracking data) (151 pages)

-more-

JAL UNIDENTIFIED TRAFFIC SIGHTING Order List continued

	Price	No.	Description
○	$57.25	12.	Simulated Radar Data, JAL Flight 1628. (5 color 7 1/2" X 7 1/2" photos, 5 pages)
○	$0.55	13.	Selected portions of voice transcriptions, pilot of JAL 1628 and FAA controllers, in chronological order; as released by FAA Public Affairs Office, March 5, 1987. (Data extracted from transcription in item #9)
○	$10.00	14.	Series of four black and white 5" X 7" glossy photographs of partially regenerated radar data, as photographed by Paul Steucke, January 7, 1987.
○	$11.00	15.	Series of four color 5" X 7" photographs of partially regenerated radar data, as photographed by Paul Steucke, January 7, 1987.
○	$25.00	16.	Cassette tape of Interview with Captain Terauchi. 57 minutes. (Same data as item #5)
○	$25.00	17.	Cassette tape of Interview with First Officer Tamefuji. 45 minutes. (Same data as item #7)
○	$50.00	18.	Cassette tape of communications between Air Traffic Control and JAL Flight 1628. 1 hour 30 minutes. (Same data as 23 page transcription in item #9)

FREE ITEMS:

	Price	No.	Description
○	free	19.	News release by FAA Public Affairs (Information constructed from personal notes provided by Jim Derry, obtained in interviews with JAL Flight 1628 crew the evening of 11/17/86) (2 pages)
○	free	20.	News release statement March 5, 1987, by FAA Public Affairs Office upon release of investigation materials.
○	free	21.	Description of "Split-Beacon Target" by FAA Alaskan Region Airway Facilities Division. (1 page)

-more-

JAL UNIDENTIFIED TRAFFIC SIGHTING Order List continued

◯ free 22. Alert Report from Director of FAA Alaskan Region to FAA Administrator, 12/31/86. Record of telephone conversations of Deputy Director, FAA Alaskan Region with General Nichols, Colonel Wick, and Captain Jim Crickenberger (U.S. Air Force) on 1/2/87. Table of contents of file kept in FAA Alaskan Region Director's office, pertaining to 11/17/86 unidentified object sighting by Japan Air Lines flight 1628. (5 pages)

PLEASE COMPLETE AND RETURN THE ENTIRE ORDER FORM TO:

FEDERAL AVIATION ADMINISTRATION
ATTN: PUBLIC AFFAIRS OFFICE, AAL-5
701 C STREET, BOX 14
ANCHORAGE, ALASKA 99513

LIST OF RECORDS AVAILABLE

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for
JAL FLIGHT 1628
UNIDENTIFIED TRAFFIC SIGHTING
NOVEMBER 18, 1986 UTC
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FEDERAL AVIATION ADMINISTRATION
ATTN: PUBLIC AFFAIRS OFFICE, AAL-5
701 C STREET, BOX 14
ANCHORAGE, ALASKA 99513

March 5, 1987
FAA, Alaskan Region
Public Affairs Office
701 C Street, Box 14
Anchorage, Alaska 99513

COMPUTER CDR PRINTOUT
Reference to Japan Air Lines Flight #1628
November 17, 1986, 5:19 pm AKST
RECORDED FAA RADAR DATA

TIME:11/18/86, 02:11.23 UTC
11/18/86, 02:49.13 UTC*

(38 minutes computer time)
(20 minutes between first and last uncorrelated return)

RANGE:35-215, **AZIMUTH:** 1-90

1550 = Computer assignment number for JAL #1628.

RB = Reinforced Beacon return (Normal)
RT = Primary radar return, uncorrelated (Skin/surface)
BT = Secondary radar return, (Beacon/transponder)

Number of pages in computer printout = 15
Pages with uncorrelated returns: 2,3,4,5,6,7,10.

19 = NUMBER OF UNCORRELATED RETURNS
86 = NUMBER OF USABLE RADAR RETURNS
105 = TOTAL NUMBER OF RETURNS FOR ABOVE TIME FRAME.

0219:15, (5:19 pm) Pilot first questioned ARTCC re other traffic.
0253:13, (5:53 pm) Pilot said, "I couldn't see UFO".

*UTC = UNIVERSAL TIME COORDINATED

3/3/87

C D R   E D I T O R   L I S T I N G

01

DATA SELECTED

BT RT RB

FILTERS

TIME: 11/18/86 02:11:00-11/18/86 02:50:00   CONTROLLER:
ALTITUDE: -   ACID: SUBSYSTEM: 01
BEACON CODE: RANGE: 35-215 AZIMUTH: 1- 90
ETG: N INTERFACILITY:

(1)

STIME=TIME, Range+Azimuth Direction equal JAL #1628

BEACON TARGET REPORTS 11/18/86 PAGE 1

STIME	RANGE	ACP	DEG	Q	BEACON	ALT	QUA	SYS
2:11:23.549	165.00	862	75	7			RT	1
SUBSYS = 1 TOTAL = 1								
2:11:32.700	194.75	152	13	7	1550-3	350-3	RB	1
2:11:35.516	103.25	808	71	7			RT	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 1								
2:11:45.735	193.12	153	13	7	1550-3		RB	1
2:11:47.619	103.37	807	70	7			RT	1
SUBSYS = 1 TOTAL = 2								
2:11:57.761	191.50	154	13	7	1550-3	350-3	RB	1
2:11:59.637	103.25	806	70	7			RT	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 1								
2:12:09.766	189.87	155	13	7	1550-3	351-3	RB	1
SUBSYS = 1 TOTAL = 1 MODE C TOTAL = 1								
2:12:21.827	188.25			7	1550-3		RB	1
SUBSYS = 1 TOTAL = 1								
2:12:33.603	144.37			7			RT	1
	186.75			7			RT	1
	186.50			0	1550-3		BT	1
2:12:35.481	103.25			7			RT	1
SUBSYS = 1 TOTAL = 4 MOI								
2:12:45.630	184.87			0	1550-3		BT	1
SUBSYS = 1 TOTAL = 1 MOI								
2:12:57.716	183.25	160	14	0	1550-3	351-3	BT	1
SUBSYS = 1 TOTAL = 1 MODE C TOTAL = 1								
2:13:09.799	181.62	160	14	7	1550-3	351-3	RB	1
SUBSYS = 1 TOTAL = 1 MODE C TOTAL = 1								
2:13:21.825	180.00	161	14	7	1550-3	351-3	RB	1
SUBSYS = 1 TOTAL = 1 MODE C TOTAL = 1								
2:13:33.723	178.37	163	14	7	1550-3	351-3	RB	1
SUBSYS = 1 TOTAL = 1 MODE C TOTAL = 1								
2:13:45.810	144.12	146	12	7			RT	1
	176.75	165	14	7	1550-3	350-3	RB	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 1								
2:13:57.636	175.12	164	14	7	1550-3	350-3	RB	1
2:14:09.551	144.12	37	3	7			RT	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 1								
2:14:09.926	173.50	167	14	7	1550-3	350-3	RB	1
2:14:11.827	103.25	810	71	7			RT	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 1								
2:14:21.952	171.87	167	14	0	1550-3	350-3	BT	1
	171.62	169	14	7			RT	1
2:14:23.833	103.25	806	70	7			RT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 1								
2:14:34.042	170.12	172	15	7			RT	1
	170.25	169	14	0	1550-3	350-3	BT	1
2:14:35.916	103.25	807	70	7			RT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 1								
2:14:45.872	168.62	170	14	7	1550-3	350-3	RB	1
SUBSYS = 1 TOTAL = 1 MODE C TOTAL = 1								
2:14:57.954	167.00	172	15	7	1550-3	349-3	RB	1
2:14:59.833	103.37	807	70	7			RT	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 1								
2:15:10.041	165.37	173	16	7	1550-3	349-3	RB	1

UNCORRELATED PRIMARY RETURN (skin) RT → RT

DISTANCE BETWEEN SIGNAL RETURN RT/BT 1/8 to 1/4 MILE

1550= Computer assigned number for JAL#1628

RB → RB EXAMPLE OF COORDINATED or reinforced return

(RB) NORMAL reinforced beacon (return)
(RT) PRIMARY Return (Uncorrelated Skin/Surface
(BT) SECONDARY (Transpond.)

BEACON TARGET REPORTS 11/18/86

← 1200-3 Code
VFR Aircraft, not under FAA control

STIME	RANGE	ACP	DEG	Q	BEACON	ALT	QUA	SYS
2:15:10.416	35.25	240	21	7	1200-3		RB	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 2								
2:15:22.069	163.75	175	15	7	1550-3		RB	1
2:15:22.444	35.75	238	20	7	1200-3		RB	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 2								
2:15:24.159	162.25	175	15	0	1550-3		BT	1
	162.12	178	15	7	1550-1		RB	1
	36.37	235	20	7	1200-3		RB	1
2:15:36.038	103.25	807	70	7			RT	1
SUBSYS = 1 TOTAL = 4 MODE C TOTAL = 2								
2:15:46.235	160.75	178	15	7			RT	1
	160.50	177	15	0	1550-3	349-3	BT	1
	37.00	231	20	7	1200-3		RB	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 1								
2:15:58.083	158.87	178	15	7			RT	1
	159.00	179	15	0	1550-3	349-3	BT	1
2:15:58.458	37.62	231	20	7	1200-3	75-3	RB	1
2:16:00.024	103.25	807	70	7			RT	1
SUBSYS = 1 TOTAL = 4 MODE C TOTAL = 2								
2:16:10.170	157.25	180	15	7	1550-3	349-3	RB	1
	38.25	226	19	0	1200-3	75-3	BT	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 2								
2:16:22.196	155.75	182	15	7	1550-3	349-3	RB	1
	38.87	226	19	0	1200-3	75-3	BT	1
2:16:24.138	103.25	806	70	7			RT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 2								
2:16:34.300	154.12	184	16	7	1550-3	349-3	RB	1
	39.50	223	19	7			RT	1
	39.37	225	19	0	1200-3	75-3	BT	1
2:16:36.178	103.25	806	70	7			RT	1
SUBSYS = 1 TOTAL = 4 MODE C TOTAL = 2								
2:16:46.324	152.37	186	16	7			RT	1
	152.50	186	16	0	1550-3	349-3	BT	1
	40.00	222	19	7	1200-3	75-3	RB	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 2								
2:16:58.344	150.87	187	16	7	1550-3	349-3	RB	1
	40.50	219	19	7	1200-3	75-3	RB	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 2								
2:17:10.371	149.25	189	16	7	1550-3	349-3	RB	1
	41.12	218	19	7	1200-3	75-3	RB	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 2								
2:17:22.397	147.62	190	16	7	1550-3	349-3	RB	1
	41.75	215	18	7	1200-3	75-3	RB	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 2								
2:17:34.420	146.00	192	16	7	1550-3	349-3	RB	1
	42.37	212	18	0	1200-3	75-3	BT	1
2:17:37.050	36.75	1033	90	0	0313-3	6-3	BT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 3								
2:17:46.444	144.37	194	17	7	1550-3	349-3	RB	1
	43.00	210	18	7	1200-3	75-3	RB	1
2:17:48.701	36.37	1015	89	0	0313-3	6-3	BT	1
	36.50	1031	90	0	0313-3		BT	1
SUBSYS = 1 TOTAL = 4 MODE C TOTAL = 3								

STIME	RANGE	AGP	DEG	Q	BEACON	ALT	QUA	SYS
2:17:58.464	142.62	196	17	7			RT	1
	142.75	196	17	0	1550-3	350-3	BT	1
	43.62	208	18	0	1200-3	74-3	BT	1
2:18:00.716	36.00	1022	89	0	0313-3	8-3	BT	1
SUBSYS = 1	TOTAL = 4	MODE C TOTAL = 3						
2:18:10.308	141.12	196	17	7	1550-3	350-3	RB	1
2:18:10.685	44.12	206	18	0	1200-3	74-3	BT	1
2:18:12.938	35.62	1005	88	0	0313-1		BT	1
	35.75	1017	89	0	0313-3	11-3	BT	1
SUBSYS = 1	TOTAL = 4	MODE C TOTAL = 3						
2:18:22.327	139.62	199	17	7	1550-3	350-3	RB	1
2:18:22.703	44.75	205	18	0	1200-3	74-3	BT	1
2:18:24.958	35.37	1006	88	0	0313-3	13-3	BT	1
SUBSYS = 1	TOTAL = 3	MODE C TOTAL = 3						
2:18:34.415	137.87	201	17	7	1550-3	350-3	RB	1
	45.37	202	17	0	1200-3	74-3	BT	1
SUBSYS = 1	TOTAL = 2	MODE C TOTAL = 2						
2:18:46.499	136.25	203	17	7	1550-3	350-3	RB	1
	45.87	199	17	0	1200-3	74-3	BT	1
SUBSYS = 1	TOTAL = 2	MODE C TOTAL = 2						
2:18:58.516	134.62	206	18	7			RT	1
	134.75	206	18	0	1550-3	350-3	BT	1
	46.50	196	17	0	1200-3	75-3	BT	1
2:19:00.394	103.25	807	70	7			RT	1
SUBSYS = 1	TOTAL = 4	MODE C TOTAL = 2						
2:19:10.600	47.12	194	17	0	1200-3	75-3	BT	1
	133.12	208	18	7	1550-3	350-3	RB	1
SUBSYS = 1	TOTAL = 2	MODE C TOTAL = 2						
2:19:22.428	47.75	192	16	0	1200-3	76-3	BT	1
2:19:22.804	131.50	210	18	7	1550-3	350-3	RB	1
2:19:24.307	103.37	806	70	7			RT	1
2:19:34.133	144.50	48	4	7			RT	1
SUBSYS = 1	TOTAL = 4	MODE C TOTAL = 2						
2:19:34.636	48.37	190	16	0	1200-3	75-3	BT	1
	129.87	213	16	7	1550-3	350-3	RB	1
SUBSYS = 1	TOTAL = 2	MODE C TOTAL = 2						
2:19:46.525	48.87	179	15	0	1200-3	74-3	BT	1
	49.00	196	17	0	1200-3		BT	1
	128.25	214	18	7	1550-3	350-3	RB	1
2:19:58.249	144.62	45	3	7			RT	1
SUBSYS = 1	TOTAL = 4	MODE C TOTAL = 2						
2:19:58.623	49.50	185	16	0	1200-3	74-3	BT	1
	126.62	216	18	7	1550-3	350-3	RB	1
SUBSYS = 1	TOTAL = 2	MODE C TOTAL = 2						
2:20:10.640	50.25	169	16	7	0000-0		RB	1
	50.12	184	16	0	1200-3		BT	1
	125.00	218	19	7	1550-3	350-3	RB	1
SUBSYS = 1	TOTAL = 3	MODE C TOTAL = 1						
2:20:22.662	50.75	181	15	0	1200-3	74-3	BT	1
	123.37	225	19	7			RT	1
	123.50	222	19	7	1550-3	350-3	RB	1
SUBSYS = 1	TOTAL = 3	MODE C TOTAL = 2						
2:20:34.493	51.37	180	15	0	1200-3		BT	1

BEACON TARGET REPORTS 11/18/86

STIME	RANGE	ACP	DEG	C	BEACON	ALT	QUA	STI
2:20:34.868	121.87	224	19	7	1550-3	350-3	RB	1
SUBSYS = 1	TOTAL = 2	MODE C TOTAL = 1						
2:20:46.594	52.00	184	16	0	1200-3	75-3	BT	1
	51.87	177	15	7	1200-3		RB	1
	120.12	227	19	7			RT	1
2:20:46.946	120.25	227	19	0	1550-3	350-3	BT	1
SUBSYS = 1	TOTAL = 4	MODE C TOTAL = 2						
2:20:58.585	52.50	177	15	0	1200-3	74-3	BT	1
2:20:58.962	118.62	228	20	7	1550-3	350-3	RB	1
SUBSYS = 1	TOTAL = 2	MODE C TOTAL = 2						
2:21:10.666	53.12	175	15	0	1200-3	74-3	BT	1
2:21:11.041	117.00	232	20	7	1550-3	350-3	RB	1
2:21:12.543	103.37	806	70	7			RT	1
SUBSYS = 1	TOTAL = 3	MODE C TOTAL = 2						
2:21:22.750	53.62	171	15	7			RT	1
	53.75	176	15	0	1200-3	75-3	BT	1
	115.37	236	20	7			RT	1
	115.50	235	20	0	1550-3	350-3	RT	1
SUBSYS = 1	TOTAL = 4	MODE C TOTAL = 2						
2:21:34.775	54.37	175	15	7	1200-3	75-3	RB	1
	113.87	238	20	7	1550-3	350-3	RB	1
SUBSYS = 1	TOTAL = 2	MODE C TOTAL = 2						
2:21:46.615	54.87	174	15	0	1200-3		BT	1
2:21:46.990	112.37	240	21	7	1550-3	350-3	RB	1
SUBSYS = 1	TOTAL = 2	MODE C TOTAL = 1						
2:21:58.696	55.50	174	15	7	1200-3	75-3	RB	1
2:21:59.073	110.62	246	21	7			RT	1
	110.75	242	21	0	1550-3	350-3	BT	1
SUBSYS = 1	TOTAL = 3	MODE C TOTAL = 2						
2:22:10.716	56.25	175	15	7			RT	1
	56.12	173	15	0	1200-3		BT	1
2:22:11.094	109.12	247	21	7	1550-3	350-3	RB	1
SUBSYS = 1	TOTAL = 3	MODE C TOTAL = 1						
2:22:22.794	56.75	172	15	7	1200-3		RP	1
2:22:23.170	107.50	249	21	7	1550-3	350-3	RB	1
2:22:24.672	103.25	807	70	7			RT	1
SUBSYS = 1	TOTAL = 3	MODE C TOTAL = 1						
2:22:34.880	57.37	171	15	7	1200-3		RP	1
	105.87	255	22	7			RT	1
	106.00	252	22	7	1550-3	350-3	RB	1
2:22:46.541	144.62	45	3	7			RT	1
SUBSYS = 1	TOTAL = 4	MODE C TOTAL = 1						
2:22:46.718	58.00	169	14	7	1200-3	75-3	RB	1
2:22:47.217	104.37	257	22	7	1550-3		RB	1
SUBSYS = 1	TOTAL = 2	MODE C TOTAL = 1						
2:22:58.800	58.62	168	14	7	1200-3	75-3	RB	1
2:22:59.177	102.87	258	22	7	1550-3	350-3	RB	1
SUBSYS = 1	TOTAL = 2	MODE C TOTAL = 2						
2:23:10.826	59.00	171	15	7			RT	1
	59.25	167	14	0	1200-3	75-3	BT	1
2:23:11.200	101.25	263	23	7	1550-3	350-3	RB	1
SUBSYS = 1	TOTAL = 3	MODE C TOTAL = 2						
2:23:22.916	59.75	166	14	7	1200-3	75-3	RP	1

STIME	RANGE	ACP	DEC	C	BEACON	ALT	QUA	SYS
2:23:23.289	99.62	271	23	7			BT	1
	99.75	266	23	0	1550-3	350-3	BT	1
2:23:25.169	35.00	932	81	0	0260-3		BT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		2					
2:23:34.944	60.37	165	14	7	1200-3	75-3	RB	1
2:23:35.320	98.12	270	23	7	1550-3	350-3	RB	1
2:23:37.200	35.12	928	81	0	0260-3		BT	1
2:23:37.575	36.87	1034	90	0	1200-3		BT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		2					
2:23:47.040	61.00	163	14	7	1200-3	75-3	RB	1
2:23:47.414	96.62	274	24	7	1550-3	350-3	RB	1
2:23:49.291	35.00	927	81	0	0260-3		BT	1
	36.62	1030	90	0	1200-3		BT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		2					
2:23:56.938	61.50	161	14	7	1200-3		RB	1
	95.25	283	24	7			RT	1
2:23:59.443	95.12	279	24	0	1550-3	350-3	BT	1
2:24:01.572	36.12	1023	89	0	1200-3		BT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		1					
2:24:10.961	62.12	155	13	7	1200-3	75-3	RB	1
	62.25	168	14	0	1200-3	75-3	BT	1
2:24:11.462	93.50	282	24	7	1550-3	350-3	RB	1
2:24:13.593	35.75	1015	89	0	1200-3	11-3	BT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		4					
2:24:23.047	62.75	160	14	7	1200-3	75-3	RB	1
2:24:23.422	92.00	288	25	7	1550-3	350-3	RB	1
2:24:25.301	35.25	1012	88	0	1200-3	14-3	BT	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =		3					
2:24:35.072	63.37	158	13	7	1200-3	75-3	RB	1
2:24:35.447	90.62	295	25	7			RT	1
	90.37	293	25	7	1550-3	350-3	RB	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =		2					
2:24:47.090	64.00	156	13	7	1200-3	75-3	RB	1
2:24:47.466	88.87	298	26	7	1550-3	350-3	RB	1
SUBSYS = 1 TOTAL =	2 MODE C TOTAL =		2					
2:24:59.110	64.62	155	13	7	1200-3	74-3	RB	1
2:24:59.487	87.37	304	26	7	1550-3	350-3	RB	1
2:25:01.741	48.12	1025	90	7	1200-3		RB	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =		2					
2:25:10.951	65.12	155	13	7			RT	1
	65.25	154	13	0	1200-3	74-3	BT	1
2:25:11.328	85.87	307	26	0	1550-3	351-3	BT	1
2:25:13.579	48.37	1018	89	7	1200-3	114-3	RB	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		3					
2:25:22.980	65.75	153	13	7	1200-3	74-3	RB	1
2:25:23.480	84.37	314	27	7	1550-3	350-3	RB	1
2:25:25.669	48.62	1011	88	0	1200-3	112-3	BT	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =		3					
2:25:35.071	66.37	150	13	0	1200-1		BT	1
	66.50	154	13	7	1200-3		RB	1
2:25:35.446	82.87	319	28	7	1550-3	350-3	RB	1
2:25:37.700	48.87	996	87	7	1200-3	109-3	RB	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		2					

BEACON TARGET REPORTS 11/18/86

STIME	RANGE	ACP	DEG	Q	BEACON	ALT	QUA	SYS
2:25:47.153	67.00	150	13	0	1200-3	75-3	BT	1
2:25:47.529	81.37	328	28	7	1550-3	350-3	RB	1
2:25:49.408	49.25	983	86	7	1200-3	105-3	RB	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =		3					
2:25:59.169	67.75	151	13	7	–		RT	1
	67.62	151	13	0	1200-3	75-3	BT	1
2:25:59.543	79.87	331	29	7	1550-3	350-3	RB	1
2:26:01.485	49.75	967	84	0	1200-3	97-3	BT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		3					
2:26:11.064	68.12	158	13	7			RT	1
	68.25	150	13	0	1200-3	75-3	BT	1
2:26:11.814	78.37	338	29	7	1550-3	350-3	RB	1
2:26:13.318	50.37	955	83	0	1200-3	88-3	BT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		3					
2:26:23.149	66.87	149	13	7	1200-3	75-3	RB	1
2:26:23.902	76.87	344	30	7	1550-3	350-3	RB	1
2:26:25.405	51.00	952	83	7			RT	1
	50.87	946	83	0	1200-3	79-3	BT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		3					
2:26:35.174	69.50	148	13	0	1200-3	74-3	BT	1
2:26:35.925	75.37	353	31	7	1550-3	350-3	RB	1
2:26:37.429	51.50	924	81	7	1200-3	71-3	RB	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =		3					
2:26:47.256	70.00	148	13	7	1200-3	74-3	RB	1
2:26:47.759	73.87	362	31	7			RT	1
	74.00	360	31	7	1550-3	350-3	RB	1
2:26:49.514	51.62	917	80	7			RT	1
	51.75	916	80	0	1200-3	61-3	BT	1
SUBSYS = 1 TOTAL =	5 MODE C TOTAL =		3					
2:26:59.279	70.62	144	12	0	1200-1		BT	1
	70.75	150	13	7	1200-3	75-3	RB	1
2:26:59.654	72.50	366	32	7	1550-3	350-3	RB	1
2:27:01.220	52.62	911	80	7			RT	1
2:27:01.594	51.12	902	79	7	1200-3	45-3	RB	1
SUBSYS = 1 TOTAL =	5 MODE C TOTAL =		3					
2:27:11.364	71.25	148	13	7	1200-3	75-3	RB	1
2:27:11.740	71.12	373	32	7	1550-3	350-3	RB	1
2:27:13.242	52.87	903	79	7			RT	1
	50.37	890	78	7	1200-3	46-3	RB	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		3					
2:27:23.203	71.50	149	13	7			RT	1
	71.87	147	12	0	1200-3	75-3	BT	1
2:27:23.954	69.62	383	33	7	1550-3		RB	1
	69.87	392	34	0	0000-0		BT	1
2:27:25.457	49.87	876	76	7	1200-3	56-3	RB	1
2:27:25.833	37.12	1034	90	0	0162-3		BT	1
SUBSYS = 1 TOTAL =	6 MODE C TOTAL =		2					
2:27:35.228	72.50	146	12	7	1200-3	75-3	RB	1
2:27:35.980	68.25	390	34	0	1550-3	350-3	BT	1
2:27:37.173	103.25	806	70	7			RT	1
	52.25	875	76	7			RT	1
2:27:37.548	50.37	868	76	7	1200-3	64-3	RB	1
	36.87	1035	90	0	0162-3		BT	1

0162 Code

Reserved for aircraft under Anchorage Airport Approach Control. (Not enroute)

STIME	RANGE	ACP	BEG	Q	BEACON	ALT	QUA	SYS
SUBSYS = 1 TOTAL =	6 MODE C TOTAL =		3					
2:27:47.316	73.12	147	12	7	1200-3	75-3	RB	1
2:27:48.070	66.87	398	34	0	1550-3	350-3	BT	1
2:27:49.197	51.75	860	75	7			RT	1
	50.37	884	77	7			RT	1
2:27:49.573	50.50	877	77	0	1200-3	45-3	BT	1
2:27:49.948	36.75	1030	90	0	0162-3		BT	1
SUBSYS = 1 TOTAL =	6 MODE C TOTAL =		3					
2:27:59.398	73.62	146	12	7	1200-3	75-3	RB	1
2:28:00.151	65.37	428	37	0	0000-0		BT	1
	66.50	404	35	0	1550-3	350-3	BT	1
2:28:01.276	50.87	854	75	7			RT	1
	50.12	886	77	7			RT	1
	50.50	888	78	0	1200-3	46-3	BT	1
2:28:02.029	36.50	1026	90	0	0162-3		BT	1
SUBSYS = 1 TOTAL =	7 MODE C TOTAL =		3					
2:28:11.415	74.25	146	12	7	1200-3	75-3	RB	1
2:28:12.228	64.00	417	36	7	1550-3	350-3	RB	1
2:28:13.354	49.87	860	75	7			RT	1
	50.25	888	78	7			RT	1
	51.25	907	79	7			RT	1
2:28:13.729	51.12	902	79	0	1200-3	58-3	BT	1
	36.25	1022	89	0	0162-3		BT	1
SUBSYS = 1 TOTAL =	7 MODE C TOTAL =		3					
2:28:23.314	74.87	145	12	7	1200-3	75-3	RB	1
2:28:24.066	62.75	425	37	0	1550-3	350-3	BT	1
	62.62	430	38	7	0000-0		RB	1
2:28:25.193	48.75	858	75	7			RT	1
2:28:25.569	51.75	903	79	0	1200-3	78-3	BT	1
2:28:25.945	36.12	1017	89	0	0162-3		BT	1
SUBSYS = 1 TOTAL =	6 MODE C TOTAL =		3					
2:28:35.332	75.50	145	12	7	1200-3	75-3	RB	1
2:28:36.083	61.37	437	38	7	1550-3	350-3	RB	1
2:28:37.584	52.12	898	78	7	1200-3	101-3	RB	1
2:28:38.094	35.87	1013	89	0	0162-3		BT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		3					
2:28:48.174	60.00	448	39	7	1550-3	350-3	RB	1
2:28:49.677	52.00	889	78	0	1200-3	105-3	BT	1
2:28:50.052	35.62	1010	88	0	0162-3		BT	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =		2					
2:29:00.193	58.62	457	40	0	1550-3	350-3	BT	1
2:29:01.756	51.62	883	77	0	1200-3	102-3	BT	1
	48.00	900	79	7			RT	1
	35.37	1005	88	0	0162-3		BT	1
2:29:02.131	37.62	1031	90	0	1200-3		BT	1
SUBSYS = 1 TOTAL =	5 MODE C TOTAL =		2					
2:29:12.282	57.37	468	41	7	1550-3	350-3	RB	1
2:29:13.408	49.37	897	78	7			RT	1
2:29:13.785	51.00	876	76	7	1200-3	107-3	RB	1
	35.12	1002	88	0	0162-3		BT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		2					
2:29:24.372	56.12	480	42	7	1550-3	350-3	RB	1
2:29:25.497	50.12	875	76	0	1200-3	112-3	BT	1

STIME	RANGE	ACP	DEG	Q	BEACON	ALT	QUA	SYS
	50.25	886	77	?			RT	1
2:29:25.875	35.00	999	87	0	0162-3		BT	1
2:29:26.250	37.00	1035	90	0	1200-3		BT	1
SUBSYS = 1 TOTAL =	5 MODE C TOTAL =		2					
2:29:36.369	54.75	494	43	?	1550-3	350-3	RB	1
2:29:37.517	50.00	879	77	?			RT	1
	49.62	884	77	?	1200-3	101-3	RB	1
2:29:38.268	36.75	1033	90	0	1200-3		BT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		2					
2:29:48.598	53.62	507	44	?	1550-3	350-3	RB	1
2:29:49.727	49.25	877	77	?			RT	1
	50.25	893	78	?	1200-3	45-3	RB	1
2:29:50.226	36.37	1025	90	0	1200-3		BT	1
	36.50	1019	89	0	1200-3	6-3	BT	1
SUBSYS = 1 TOTAL =	5 MODE C TOTAL =		3					
2:30:00.313	99.12	381	33	?			RT	1
2:30:00.689	52.37	522	45	?	1550-3	350-3	RB	1
2:30:01.814	48.75	887	77	?			RT	1
	51.00	900	79	0	1200-3	61-3	BT	1
2:30:02.192	36.00	1020	89	0	1200-3	8-3	BT	1
SUBSYS = 1 TOTAL =	5 MODE C TOTAL =		3					
2:30:12.711	51.12	536	47	?	1550-3	350-3	RB	1
2:30:13.838	48.12	896	78	?			RT	1
	51.00	912	80	?	1200-3	79-3	RB	1
2:30:14.213	35.62	1018	89	0	1200-3	10-3	BT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		3					
2:30:24.769	50.00	549	48	0	1550-3	350-3	BT	1
2:30:25.916	48.75	897	78	?			RT	1
	50.75	911	80	?			RT	1
	50.62	919	80	0	1200-3	94-3	BT	1
2:30:26.251	35.12	1008	88	0	1200-3	12-3	BT	1
SUBSYS = 1 TOTAL =	5 MODE C TOTAL =		3					
2:30:36.672	48.87	567	49	0	1550-3	350-3	BT	1
2:30:37.999	50.12	920	80	?	1200-3	101-3	RB	1
SUBSYS = 1 TOTAL =	2 MODE C TOTAL =		2					
2:30:48.958	47.62	579	50	0	1550-3		BT	1
	47.75	587	51	?	1550-3	350-3	RB	1
2:30:49.710	50.62	897	78	?			RT	1
	49.62	912	80	?	1200-3	103-3	RB	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		2					
2:31:00.862	46.37	594	52	0	1550-3	350-3	BT	1
2:31:01.969	49.62	905	79	?			RT	1
	49.87	904	79	0	1200-3	77-3	BT	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =		2					
2:31:13.256	44.87	607	53	?	1550-3	350-3	RB	1
2:31:14.006	50.37	892	78	?	1200-3	30-3	RB	1
	49.75	918	80	?			RT	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =		2					
2:31:24.959	43.37	612	53	0	1550-3	350-3	BT	1
2:31:25.335	51.25	760	66	0	1200-3		BT	1
2:31:26.086	51.25	885	77	?	1200-3	50-3	RB	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =		2					
2:31:36.985	41.87	615	54	0	1550-3	349-3	BT	1

STIME	RANGE	AGP	DEG	Q	BEACON	ALT	QUA	SYS
2:31:37.736	48.37	899	75	7			RT	1
2:31:38.114	51.87	893	76	7	1200-3	65-3	RB	1
SUBSYS = 1 TOTAL =	3	MODE C TOTAL =	2					
2:31:49.066	40.25	623	54	7	1550-3	350-3	RB	1
2:31:49.836	48.87	889	78	7			RT	1
	52.12	896	76	7	1200-3	81-3	RB	1
SUBSYS = 1 TOTAL =	3	MODE C TOTAL =	2					
2:32:01.307	38.75	629	55	7	1550-3	349-3	RB	1
2:32:01.807	103.37	806	70	7			RT	1
2:32:02.122	50.00	892	78	7			RT	1
	52.00	905	79	7	1200-3	91-3	RB	1
SUBSYS = 1 TOTAL =	4	MODE C TOTAL =	2					
2:32:13.011	37.25	632	55	7			RT	1
2:32:13.387	37.12	636	55	0	1550-3	349-3	BT	1
2:32:13.764	50.62	885	77	7			RT	1
2:32:14.141	51.37	905	79	7	1200-3	89-3	RB	1
SUBSYS = 1 TOTAL =	4	MODE C TOTAL =	2					
2:32:25.105	35.75	644	56	7			RT	1
2:32:25.481	35.62	644	56	0	1550-3	349-3	BT	1
2:32:25.856	50.62	878	77	7			RT	1
	52.87	900	79	0	1200-3	56-3	BT	1
SUPSYS = 1 TOTAL =	4	MODE C TOTAL =	2					
2:32:27.870	49.87	862	75	7			RT	1
2:32:38.255	50.00	892	78	7	1200-3	38-3	RB	1
SUBSYS = 1 TOTAL =	2	MODE C TOTAL =	1					
2:32:49.967	49.25	897	78	7	1200-3	69-3	RB	1
SUBSYS = 1 TOTAL =	1	MODE C TOTAL =	1					
2:33:01.955	49.37	904	79	7	1200-3	92-3	RB	1
SUBSYS = 1 TOTAL =	1	MODE C TOTAL =	1					
2:33:14.213	49.75	908	79	7	1200-3	99-3	RB	1
2:33:14.714	37.12	1033	90	0	4441-3	6-3	BT	1
SUPSYS = 1 TOTAL =	2	MODE C TOTAL =	2					
2:33:25.918	103.37	806	70	7			RT	1
2:33:26.293	51.25	904	79	7			RT	1
	50.25	910	79	7	1200-3	101-3	RB	1
2:33:26.668	37.00	1033	90	0	4441-3		BT	1
SUBSYS = 1 TOTAL =	4	MODE C TOTAL =	1					
2:33:37.946	51.62	891	78	7			RT	1
2:33:38.321	50.62	907	79	7	1200-3	103-3	RB	1
2:33:38.696	36.87	1025	90	0	4441-3		BT	1
SUBSYS = 1 TOTAL =	3	MODE C TOTAL =	1					
2:33:49.968	51.75	877	77	7			RT	1
2:33:50.408	50.50	898	78	7	1200-3	56-3	RB	1
2:33:50.720	36.87	1032	90	0	4441-3		BT	1
SUBSYS = 1 TOTAL =	3	MODE C TOTAL =	1					
2:34:02.056	51.50	873	76	7			RT	1
	49.87	887	77	7	1200-3	43-3	RB	1
2:34:02.806	36.75	1032	90	0	4441-3	6-3	BT	1
SUBSYS = 1 TOTAL =	3	MODE C TOTAL =	2					
2:34:14.081	103.25	806	78	7			RT	1
	49.00	888	78	0	1200-3	71-3	BT	1
2:34:14.833	36.75	1032	90	0	4441-3	6-3	BT	1
SUBSYS = 1 TOTAL =	3	MODE C TOTAL =	2					

4441 = Military Flts

4371 Code = C-130

STIME	RANGE	ACP	DEG	Q	BEACON	ALT		QUA	SYS
2:34:25.911	103.25	806	70	7				RT	1
2:34:26.267	50.25	870	76	7				RT	1
	48.62	900	79	7	1200-3	98-3		RB	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =		1						
2:34:38.377	50.25	890	78	7				RT	1
	48.75	905	79	7	1200-3	107-3		RB	1
SUBSYS = 1 TOTAL =	2 MODE C TOTAL =		1						
2:34:50.399	51.12	892	78	7				RT	1
	49.12	904	79	7				RT	1
	49.25	902	79	0	1200-3	103-3		BT	1
2:34:50.773	36.87	1033	90	0	4441-1	6-3		BT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		2						
2:35:02.111	51.50	884	77	7				RT	1
2:35:02.549	49.87	902	79	0	1200-3	70-3		BT	1
	36.67	1030	90	0	4441-3	6-3		BT	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =		2						
2:35:14.133	50.50	898	76	7				RT	1
	51.12	876	76	7				RT	1
2:35:14.510	50.75	893	78	0	1200-3	33-3		BT	1
2:35:14.947	36.87	1029	90	0	0000-0			BT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		1						
2:35:26.222	50.37	865	76	7				RT	1
2:35:26.598	51.25	901	79	7	1200-3	50-3		RB	1
	36.87	1029	90	0	0000-0			BT	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =		1						
2:35:38.427	49.87	878	77	7				RT	1
	51.37	911	80	7				RT	1
	51.12	908	79	0	1200-3	68-3		BT	1
2:35:38.801	36.75	1029	90	0	4441-3			BT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		1						
2:35:50.511	50.25	892	78	7				RT	1
	50.62	913	80	7	1200-3	81-3		RB	1
2:35:50.886	36.75	1029	90	0	4441-3	6-3		BT	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =		2						
2:36:02.158	102.37	805	70	7				RT	1
2:36:02.533	49.75	900	79	7				RT	1
	50.12	913	80	7	1200-3			RB	1
2:36:02.907	36.75	1030	90	0	4465-3	484-3	ID	BT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		1						
2:36:14.612	50.12	905	79	7	1200-3	58-3		RB	1
	36.87	1030	90	0	4441-1			BT	1
SUBSYS = 1 TOTAL =	2 MODE C TOTAL =		1						
2:36:26.322	50.50	892	78	7	1200-3	33-3		RB	1
2:36:26.698	36.87	1024	90	0	1200-3			BT	1
2:36:27.074	36.62	1029	90	0	1200-1			BT	1
SUBSYS = 1 TOTAL =	3 MODE C TOTAL =		1						
2:36:38.528	50.62	878	77	7	1200-3	60-3		RB	1
	50.25	916	80	7				RT	1
2:36:38.914	36.75	1028	90	0	4441-1			BT	1
	36.50	1029	90	0	0000-0			BT	1
SUBSYS = 1 TOTAL =	4 MODE C TOTAL =		1						
2:36:50.625	50.75	869	76	7	1200-3	88-3		RB	1
2:36:51.000	36.50	1022	89	0	0000-0			BT	1

STIME	RANGE	ACP	DEG	Q	BEACON	ALT	QUA	SYS
	36.37	1025	90	0	1721-3	484-3	BT	1
	36.75	1031	90	0	4441-1		BT	1
SUBSYS = 1 TOTAL = 4 MODE C TOTAL = 2								
2:37:02.266	103.25	805	72	7			RT	1
2:37:02.645	50.62	859	75	7	1200-3	98-3	RB	1
2:37:03.023	36.75	1028	90	0	4441-3	6-3	BT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 2								
2:37:14.414	49.87	868	75	7	1200-3	82-3	RB	1
	51.12	858	78	7			RT	1
2:37:14.789	36.75	1029	90	0	4441-3	292-3	BT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 2								
2:37:26.437	103.25	806	72	7			RT	1
	51.37	873	76	7			RT	1
	49.50	887	77	0	1200-3	64-3	BT	1
2:37:26.938	36.75	1028	90	0	4441-3		BT	1
SUBSYS = 1 TOTAL = 4 MODE C TOTAL = 1								
2:37:38.839	49.00	895	78	7	1200-3	65-3	RB	1
	36.75	1029	90	0	4441-3	292-3	BT	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 2								
2:37:50.299	48.25	768	67	0	1200-3		BT	1
2:37:50.800	48.12	906	79	7			RT	1
	48.25	901	79	0	1200-3	52-3	BT	1
2:37:51.050	36.75	1028	90	0	4441-3	292-3	BT	1
SUBSYS = 1 TOTAL = 4 MODE C TOTAL = 2								
2:38:02.753	48.37	879	77	7			RT	1
	47.62	918	80	7	1200-3	53-3	RB	1
2:38:03.129	36.75	1029	90	0	4441-3	6-3	BT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 2								
2:38:14.771	47.87	927	81	7			RT	1
	48.00	934	82	0	1200-3	72-3	BT	1
2:38:15.146	36.75	1028	90	0	4441-3	292-3	BT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 2								
2:38:26.485	46.62	897	78	7			RT	1
2:38:26.861	48.62	923	81	0	1200-3	92-3	BT	1
	48.75	940	82	0	1200-3		BT	1
2:38:27.238	36.75	1028	90	0	4441-3	6-3	BT	1
SUBSYS = 1 TOTAL = 4 MODE C TOTAL = 2								
2:38:38.956	49.12	918	80	0	1200-3	95-3	BT	1
	36.75	1029	90	0	4441-3		BT	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 1								
2:38:50.604	46.50	930	81	7			RT	1
2:38:50.979	49.12	903	79	7	1200-3	90-3	RB	1
	36.75	1029	90	0	4441-3		BT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 1								
2:39:02.818	48.37	895	78	7	1200-3	103-3	RB	1
2:39:03.163	36.75	1029	90	0	4441-3	292-3	BT	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 2								
2:39:14.908	47.62	899	79	7			RT	1
	47.75	896	78	0	1200-3	124-3	BT	1
2:39:15.282	36.75	1029	90	0	4441-3	292-3	BT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 2								
2:39:26.927	47.12	903	79	7	1200-3	123-3	RB	1
2:39:27.304	36.75	1016	89	0	4441-3	292-3	BT	1

STIME	RANGE	ACP	DEG	Q	BEACON	ALT	QUA	SYS
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 2								
2:39:28.625	48.75	898	78	7			RT	1
2:39:39.010	47.25	917	80	0	1200-3	115-3	BT	1
2:39:39.385	36.87	1029	90	0	4441-3		BT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 1								
2:39:51.091	48.12	923	81	7	1200-3	111-3	RB	1
	36.87	1030	90	0	4441-3		BT	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 1								
2:40:02.733	47.12	866	79	7			RT	1
2:40:03.110	48.75	917	80	7	1200-3	82-3	RB	1
	36.87	1023	89	0	4441-3	6-3	BT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 2								
2:40:14.940	46.62	910	79	7			RT	1
	48.50	905	79	7	1200-3	39-3	RB	1
2:40:15.441	36.87	1027	90	0	4441-3		BT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 1								
2:40:27.032	48.75	895	78	7	1200-3	61-3	RB	1
	48.25	916	60	7			RT	1
2:40:27.408	36.87	1029	90	0	4655-1		BT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 1								
2:40:39.050	49.25	887	77	7	1200-3	76-3	RB	1
	47.62	928	81	7			RT	1
2:40:39.425	36.87	1028	90	0	4441-3	-6-3	BT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 2								
2:40:51.130	49.75	897	78	7	1200-3	65-3	RB	1
2:40:51.504	36.75	1027	90	0	4441-3		BT	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 1								
2:41:02.834	49.87	906	79	7			RT	1
2:41:03.208	50.00	909	79	0	1200-3	90-3	BT	1
	36.75	1027	90	0	4441-3	6-3	BT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 2								
2:41:15.036	49.87	912	80	0	1200-3		BT	1
2:41:15.411	36.87	1028	90	0	4441-3	6-3	BT	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 1								
2:41:27.123	49.12	916	80	0	1200-3	70-3	BT	1
SUBSYS = 1 TOTAL = 1 MODE C TOTAL = 1								
2:41:38.780	48.00	776	68	0	0000-0		BT	1
2:41:39.156	48.00	907	79	7	1200-3	38-3	RB	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 1								
2:41:51.245	47.37	909	79	0	1200-3	79-3	BT	1
	47.12	913	80	7			RT	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 1								
2:42:02.948	49.50	901	79	7			RT	1
	47.12	922	81	7			RT	1
2:42:03.324	47.25	914	80	0	1200-3	94-3	BT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 1								
2:42:14.966	49.12	904	79	7			RT	1
2:42:15.343	47.62	924	81	0	1200-3	99-3	BT	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 1								
2:42:27.173	48.12	928	81	7			RT	1
	48.25	929	81	0	1200-3	97-3	BT	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 1								
2:42:39.257	48.12	919	80	7	1200-3	63-3	RB	1

STIME	RANGE	ACP	DEG	Q	BEACON	ALT	QUA	SYS
SUBSYS = 1 TOTAL = 1 MODE C TOTAL = 1								
2:42:51.282	46.62	906	79	7			RT	1
	48.62	907	79	7	1200-3	33-3	RB	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 1								
2:43:03.367	46.87	917	80	7			RT	1
	49.25	909	79	0	1200-3	56-3	BT	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 1								
2:43:14.699	49.37	777	68	8	1200-3		BT	1
2:43:15.074	47.75	915	80	7			RT	1
	49.37	913	80	0	1200-3	69-3	BT	1
2:43:24.843	121.25	83	7	7			RT	1
SUBSYS = 1 TOTAL = 4 MODE C TOTAL = 1								
2:43:27.475	49.12	922	81	8	1200-3	73-3	BT	1
SUBSYS = 1 TOTAL = 1 MODE C TOTAL = 1								
2:43:39.252	48.50	931	81	8	1200-3	73-3	BT	1
SUBSYS = 1 TOTAL = 1 MODE C TOTAL = 1								
2:43:51.338	47.62	932	81	7			RT	1
	47.75	928	81	8	1200-3	71-3	BT	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 1								
2:44:03.363	47.12	924	81	7	1200-3	71-3	RB	1
SUBSYS = 1 TOTAL = 1 MODE C TOTAL = 1								
2:44:15.449	47.12	925	81	7			RT	1
	46.75	909	79	7	1200-3	71-3	RB	1
SUBSYS = 1 TOTAL = 2 MODE C TOTAL = 1								
2:44:27.475	46.87	901	79	7	1200-3	70-3	RB	1
SUBSYS = 1 TOTAL = 1 MODE C TOTAL = 1								
2:44:39.163	47.25	891	78	7	1200-3	71-3	RB	1
SUBSYS = 1 TOTAL = 1 MODE C TOTAL = 1								
2:44:51.393	47.75	885	77	7	1200-3	72-3	RB	1
SUBSYS = 1 TOTAL = 1 MODE C TOTAL = 1								
2:45:03.466	48.37	882	77	7	1200-3	74-3	RB	1
SUBSYS = 1 TOTAL = 1 MODE C TOTAL = 1								
2:45:15.502	48.87	886	77	7			RT	1
	49.00	880	77	7	1200-3	76-3	RB	1
2:45:24.955	144.37	46	4	7			RT	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 1								
2:45:27.583	49.87	881	77	7	1200-3	77-3	RB	1
SUBSYS = 1 TOTAL = 1 MODE C TOTAL = 1								
2:45:38.912	50.50	757	66	8	1200-1		BT	1
2:45:39.287	50.37	884	77	7			RT	1
2:45:39.662	50.50	887	77	7	1200-3	81-3	RB	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 1								
2:45:51.502	51.00	887	77	7	1200-3	84-3	RB	1
SUBSYS = 1 TOTAL = 1 MODE C TOTAL = 1								
2:46:03.213	51.37	766	67	8	1200-3		BT	1
	51.37	888	78	7	1200-3	85-3	RB	1
2:46:03.714	51.50	909	79	7	1200-3	85-3	RB	1
SUBSYS = 1 TOTAL = 3 MODE C TOTAL = 2								
2:46:15.621	51.75	910	79	7	1200-3	85-3	RB	1
SUBSYS = 1 TOTAL = 1 MODE C TOTAL = 1								
2:46:27.708	52.12	920	80	7	1200-3	86-3	RB	1
SUBSYS = 1 TOTAL = 1 MODE C TOTAL = 1								
2:46:39.731	52.50	926	81	7	1200-3	86-3	RB	1

STIME	RANGE	AOP	DEG	Q	BEACON	ALT	QUA	SYS
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =		1					
2:46:51.820	52.87	935	82	7	1200-3	85-3	RB	1
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =		1					
2:47:03.664	53.37	948	83	7	1200-3	83-3	RB	1
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =		1					
2:47:15.691	53.50	960	84	7			RT	1
	53.87	955	83	0	1200-3	82-3	BT	1
SUBSYS = 1 TOTAL =	2 MODE C TOTAL =		1					
2:47:27.776	54.37	966	84	7	1200-3	80-3	RB	1
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =		1					
2:47:39.488	103.37	805	78	7			RT	1
2:47:39.863	54.87	976	85	7	1200-3	78-3	RB	1
SUBSYS = 1 TOTAL =	2 MODE C TOTAL =		1					
2:47:51.886	55.37	977	85	7	1200-3	76-3	RB	1
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =		1					
2:48:03.974	55.75	985	87	7	1200-3	74-3	RB	1
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =		1					
2:48:16.130	56.00	997	87	0	4431-3	74-3	BT	1
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =		1					
2:48:28.160	56.37	1005	88	7	4431-3	70-3	RB	1
SUBSYS = 1 TOTAL =	1 MODE C TOTAL =		1					
2:48:40.246	56.37	1021	89	7			RT	1
	56.50	1016	89	7	4431-3	66-3	RB	1
SUBSYS = 1 TOTAL =	2 MODE C TOTAL =		1					
2:48:52.327	56.37	1028	90	7			RT	1
	56.50	1026	90	0	4431-3	64-3	BT	1
SUBSYS = 1 TOTAL =	2 MODE C TOTAL =		1					
2:49:03.973	56.12	1035	90	7			RT	1
2:49:13.427	121.00	89	7	7			RT	1
SUBSYS = 1 TOTAL =	2							

INSPECTION AND SURVEILLANCE RECORD

1. WORK ACTIVITY	2. UNITS	3. HOURS
INCIDENT		

4. NAME AND ADDRESS OF CARRIER, OPERATOR, AIRPORT, AGENCY, OR AIRMAN	5. CERTIFICATE NO. OR AIRCRAFT REGISTRATION MARK (No.)	6. RESULTS	7. FURTHER ACTION REQ.
		SATISFACTORY	NO
		UNSATISFACTORY (Explain in item 8)	YES (Explain action in item 8)

8. FINDINGS/RECOMMENDATIONS

J.A.L. B-747 CARGO FLT 1628 FROM ICELAND TO ANCHORAGE. CAPT. KENJU TERAUCHI. SPEED .84 MACH.

I RECEIVED A CALL FROM DICK POWERS CONCERNING A JAL FLT which the CAPT. HAD STATED HE WAS being followed or shadowed.

I observed The A/C LAND ON R/W 6R AT 1820 HOURS NO OTHER A/C WAS NOTED. THE B-747 TAXIED TO INTL RAMP Area. I INTERVIEWED CAPT. TERAUCHI & Crew of TWO (F/O & F/E) The CAPT. STATED THAT THIS WAS The 1ST Time Anything like this had happened to him - he STATED that approx. 5NM AFTER PASSING the Canadian/Alaskan Border at 35,000' Something Appeared 5 to 7 NM in front of the A/c it had lights 4 or 5 in a line (see drawings) and he said it was bigger than they were (B-747). AT TIMES this object WOULD to the CAPT SIDE of the A/C (LEFT). Never the other side (Right). He referred to the dark side. - AFTER PASSING the FAI Area he requested to fly parallel to course and this was granted. ~~over~~ page 2

(If more space is required, use reverse side)

	DATE	REGION AND DISTRICT OFFICE	INSPECTOR'S SIGNATURE
OPERATIONS	11/17/86	AAL-FSDO-63	[signature]
MAINTENANCE			
X AVIONICS			

FAA Form 3112 (8-70)

INSPECTION AND SURVEILLANCE RECORD

1. WORK ACTIVITY	2. UNITS	3. HOURS

4. NAME AND ADDRESS OF CARRIER, OPERATOR, AIRPORT, AGENCY, OR AIRMAN	5. CERTIFICATE NO. OR AIRCRAFT REGISTRATION MARK (No.)	6. RESULTS	7. FURTHER ACTION REQ.
		SATISFACTORY	NO
		UNSATISFACTORY (Explain in item 8)	YES (Explain action in item 8)

8. FINDINGS/RECOMMENDATIONS

Page 2

where he turned to the right and flew parallel the object was gone. [In all cases the weather RADAR was also used to identify the object and the 5 to 7 NM distance was taken from the radar display (20NM Range)]. They returned to course and the Capt said "There it was, as if it was waiting for me". At approx. Tackeetna Area the object took off to the east and was gone. A United Flt departed from ANC & was requested to check if they could see anything but it was ~~gone~~ before United got there. Nothing ~~[illegible]~~ different with the Cargo except some expensive wine. The Capt. & Crew were shook-up but professional. James Derry interviewed the crew at JAL Operations. Capt. Terauchi had asked ATC if they were picking up two targets and was told "just one". The total time was approx. 55 minutes - A new crew took the flight on to Tokoyo. Capt Terauchi & Crew were to be in

(If more space is required, use reverse side) (Page 3)

	OPERATIONS	DATE	REGION AND DISTRICT OFFICE	INSPECTOR'S SIGNATURE
	MAINTENANCE			
	AVIONICS			

INSPECTION AND SURVEILLANCE RECORD

1. WORK ACTIVITY	2. UNITS	3. HOURS

4. NAME AND ADDRESS OF CARRIER, OPERATOR, AIRPORT, AGENCY, OR AIRMAN	5. CERTIFICATE NO. OR AIRCRAFT REGISTRATION MARK (No.)	6. RESULTS	7. FURTHER ACTION REQ.
		SATISFACTORY	NO
		UNSATISFACTORY (Explain in item 8)	YES (Explain action in item 8)

8. FINDINGS/RECOMMENDATIONS

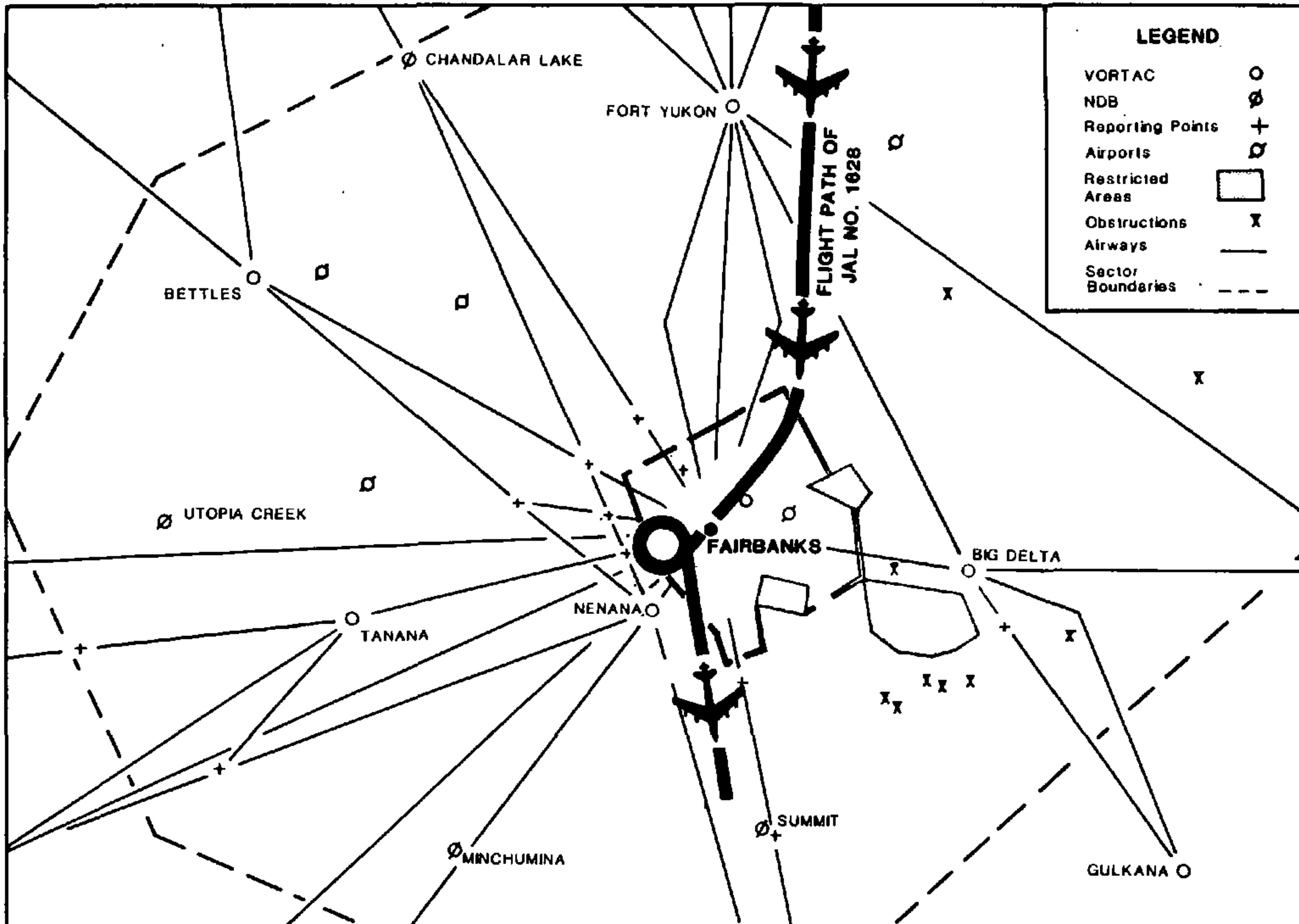
Anchorage for 3 days before any additional flights.

James Derry requested the tapes AND ANY OTHER info be saved.

(If more space is required, use reverse side)

	DATE	REGION AND DISTRICT OFFICE	INSPECTOR'S SIGNATURE
OPERATIONS			
MAINTENANCE			
AVIONICS			

☆ U.S. GOVERNMENT PRINTING OFFICE: 1962—571-388/313



RE-GENERATED RADAR IMAGE CHART OF JAL NO. 1628 NOVEMBER 17, 1986

U.S. Department
of Transportation
**Federal Aviation
Administration**

Alaskan Region

701 C Street, Box 14
Anchorage, Alaska
99513

February 21, 1987

IN RESPONSE TO YOUR REQUEST:

The attached order form is in response to your request for Federal Aviation Administration information regarding the unidentified traffic sighting by the flight crew of Japan Airlines flight 1628, on November 17, 1986.

We have described, itemized and listed all the materials that have been produced or obtained by the FAA in this investigation. They are listed on the attached order form.

Some persons may have found the cost of purchasing the entire inquiry package of materials to be expensive and contain items that they might not want. Hence, we have taken the opportunity to list and describe each item, with cost, so that your order can be tailored to fit your needs and budget. Please note that an order which totals $5.00 or less will be provided free of charge.

Please read the instructions carefully and return your request with payment in full.

Sincerely,

Paul Steucke
Public Affairs Officer

50 Years of Air Traffic Control Excellence
— A Standard for the World —

U.S. Department
of Transportation

Federal Aviation
Administration

Office of Public Affairs
Alaskan Region
701 C Street, Box 14
Anchorage, Alaska 99513
(907) 271-5296

LIST OF RECORDS AVAILABLE

ORDER FORM
for
JAL FLIGHT 1628
UNIDENTIFIED TRAFFIC SIGHTING
NOVEMBER 18, 1986 UTC
(The event occurred on November 17, 1986 Alaska Standard Time)

Add fees for items ordered. Make payable to Federal Aviation Administration. Send check or money order; no credit cards. Do not send cash.

(Note: Do not send payment if total amount of order is less than $5.00.)

TOTAL AMOUNT ENCLOSED: $ 194.30

- - - - -

FAA WILL PAY COST OF DELIVERY SERVICE BY REGULAR FIRST CLASS U.S. POSTAGE ONLY. IF YOU WISH TO HAVE COPIES SENT TO YOU BY FEDERAL EXPRESS, DHL, OR OTHER DELIVERY SERVICE, PLEASE INDICATE SERVICE DESIRED, AND PROVIDE YOUR ACCOUNT NUMBER FOR BILLING OF SHIPPING COSTS:

Service desired FIRST CLASS U.S. POSTAGE

Account number ______

Your Name MUTUAL UFO NETWORK, INC. (MUFON)

Address 103 OLDTOWNE ROAD
SEGUIN, TEXAS 78155-4099

LIST OF RECORDS AVAILABLE

ORDER FORM
for
JAL FLIGHT 1628
UNIDENTIFIED TRAFFIC SIGHTING
NOVEMBER 18, 1986 UTC
(The event occurred on November 17, 1986 Alaska Standard Time)

PLEASE MARK ITEMS DESIRED.

(X) **$194.30** **Complete package of all written records and photographs plus all tape recordings.**

( ) **$94.30** **Complete package of written records and photographs only.**

(✓) **$5.05** **Complete Inspection/Investigator (Flight Standards) package, includes items 1 through 9.**

( ) **$0.30** 1. FAA Form 8020-5, Aircraft Incident Record. (Brief summary statement, submitted by Flight Standards Division, January 26, 1987) (2 pages)

( ) **$0.45** 2. FAA Form 3112, Inspection and Surveillance Record; notes by Inspector Jack Wright after interview of pilot and crew, 11/17/86. (3 pages written plus 2 pages drawings)

( ) **$0.30** 3. FAA Form 1600-32-1, Notes of interview with all three crew members of JAL Flight 1628; completed by Security Inspector Ronald E. Mickle, 11/17/86. (2 pages)

( ) **$0.40** 4. FAA Form 1600-32-1, Notes on interview with all three crew members of JAL Flight 1628, map, and drawing by the pilot; completed by Special Agent James Derry, 11/17/86. (4 pages)

( ) **$1.15** 5. Transcript of Interview with Captain Terauchi, 1/2/87, by Richard Gordon, manager of flight standards district office in Anchorage. (19 pages)

( ) **$1.10** 6. Written Statement and Drawing by Captain Terauchi; in Japanese. (16 pages written, plus 2 pages drawings)

-more-

JAL UNIDENTIFIED TRAFFIC SIGHTING Order List continued

○	$0.85	7.	Written Statement by Captain Terauchi; translated by S. Mimoto of FAA Alaskan Region. **English translation of item #6.** (13 pages)
○	$1.35	8.	Transcript of Interview with First Officer Tamefuji, on 1/5/87 by Inspector Peter E. Beckner. (23 pages)
○	$0.50	9.	Transcript of Interview with Flight Engineer Tsukuba on 1/15/87 by Inspector Pete Beckner. (5 pages written, plus 1 page drawing)

○ **$67.70 Complete AIR TRAFFIC PACKAGE, includes Items 10 through 12.**

○	**$3.05**	10.	Chronology of Events, report of Unidentified Traffic Sighting by Japan Airlines Flight 1628, November 17, 1986. (5 pages)
			Transcription of communication between air traffic control and JAL Flight 1628. (23 pages)
			Flight path chart. 1 page (map)
			Personnel statements. (Statements by seven air traffic control specialists at Anchorage Center.) (8 pages)
			FAA Form 7230-4, Daily Record of Facility Operations for Anchorage Air Route Traffic Control Center, showing time and watch supervisors' entries of major items in facility log. (3 pages)
			FAA Form 7230-10, Position Logs. (Record of which employees were working each position at what time.) (2 pages)
○	**$7.75**	11.	Anchorage Air Route Traffic Control Center computer printout of Continuous Data Recordings (radar tracking data) (151 pages)

-more-

JAL UNIDENTIFIED TRAFFIC SIGHTING Order List continued

	Price	No.	Item
○	$57.25	12.	Simulated Radar Data, JAL Flight 1628. (5 color 7 1/2" X 7 1/2" photos, 5 pages)
○	$0.55	13.	Selected portions of voice transcriptions, pilot of JAL 1628 and FAA controllers, in chronological order; as released by FAA Public Affairs Office, March 5, 1987. (Data extracted from transcription in item #9)
○	$10.00	14.	Series of four black and white 5" X 7" glossy photographs of partially regenerated radar data, as photographed by Paul Steucke, January 7, 1987.
○	$11.00	15.	Series of four color 5" X 7" photographs of partially regenerated radar data, as photographed by Paul Steucke, January 7, 1987.
○	$25.00	16.	Cassette tape of Interview with Captain Terauchi. 57 minutes. (Same data as item #5)
○	$25.00	17.	Cassette tape of Interview with First Officer Tamefuji. 45 minutes. (Same data as item ~~#7~~ 8)
○	$50.00	18.	Cassette tape of communications between Air Traffic Control and JAL Flight 1628. 1 hour 30 minutes. (Same data as 23 page transcription in item ~~#9~~) 10

FREE ITEMS:

	Price	No.	Item
○	free	19.	News release by FAA Public Affairs (Information constructed from personal notes provided by Jim Derry, obtained in interviews with JAL Flight 1628 crew the evening of 11/17/86) (2 pages)
○	free	20.	News release statement March 5, 1987, by FAA Public Affairs Office upon release of investigation materials.
○	free	21.	Description of "Split-Beacon Target" by FAA Alaskan Region Airway Facilities Division. (1 page)

-more-

JAL UNIDENTIFIED TRAFFIC SIGHTING Order List continued

○ free 22. Alert Report from Director of FAA Alaskan Region to FAA Administrator, 12/31/86. Record of telephone conversations of Deputy Director, FAA Alaskan Region with General Nichols, Colonel Wick, and Captain Jim Crickenberger (U.S. Air Force) on 1/2/87. Table of contents of file kept in FAA Alaskan Region Director's office, pertaining to 11/17/86 unidentified object sighting by Japan Air Lines flight 1628. (5 pages)

PLEASE COMPLETE AND RETURN THE ENTIRE ORDER FORM TO:

FEDERAL AVIATION ADMINISTRATION
ATTN: PUBLIC AFFAIRS OFFICE, AAL-5
701 C STREET, BOX 14
ANCHORAGE, ALASKA 99513

Check # 1629 Paid 2/28/87

UTC	Universal Time Coordinated. (Used to be Greenwich Time, Zulu)
NORAD	North American Defense Air Command
FSDO-63	FAA Flight Standards District Office, Anchorage/S.C. Area
POTAT	Intersection location name on airway map. (Northwest of Fort Yukon.
J529	Airway route
INS	Internal Navigation System
ARTCC	(Anchorage) Air Route Traffic Control Center (Enroute traffic)
PVD	Plan View Display (Radar Screen)
ROCC	Regional Operations Command Center (Military, AF)
350	35,000 feet elevation

Chief of Operations

AIRCRAFT INCIDENT RECORD

A. IDENTIFICATION

1. CODE	2. DATE	3. TIME (Local)
	1/29/87	1840AST

4. CATEGORY
- [X] AIR CARRIER–TYPE
- [ ] AIR TAXI
- [ ] GENERAL AVIATION
- [ ] COMMUTER
- [ ] OTHER

5. DAY OF WEEK: Thursday

6. COORDINATES: 63.20N 157.30W

7. LOCATION (City and State): 60 miles west of McGrath, AK

8. NEAREST FIX (Radial and Distance): MCG 272°/60 miles

B. AIRCRAFT

1. AIRFRAME

MAKE/MODEL	
Boeing 737	
REGISTRATION NO.	AIRCRAFT CLASS
N743AS	
AIRWORTHINESS CLASS	
Standard	
HOURS	
T.S.O.	TOTAL TIME
N/A	N/A

2. ENGINES

MAKE/MODEL: N/A — TOTAL HOURS:

SERIAL NO. (Malfunctioning): 1. ___ 2. ___ 3. ___ 4. ___

T.S.O. (Malfunctioning): 1. ___ 2. ___ 3. ___ 4. ___

3. PROPELLERS

MAKE/MODEL: N/A — TOTAL HOURS:

SERIAL NO. (Malfunctioning): 1. ___ 2. ___ 3. ___ 4. ___

T.S.O. (Malfunctioning): 1. ___ 2. ___ 3. ___ 4. ___

C. OPERATOR

1. NAME AND ADDRESS: Alaska Airlines, Seattle, Washington

2. FLIGHT NO.: AS #53

3. UNDER FAR: 121

4. MAINT DESIGNATOR: ASAA

5. CAB 298C FILED: [ ] YES [X] NO

6. AIR CARRIER OPERATING CERTIFICATE NO.: 802 — AUTHORIZED OPERATIONS UNDER FAR PARTS: 121

7. OPERATING CERTIFICATE NO: N/A — AUTHORIZED OPERATIONS UNDER FAR PARTS: N/A

D. INJURY AND DAMAGE

1. PERSONS INVOLVED	2. PERSONS ABOARD	3. MINOR INJURY	4. SERIOUS INJURY	5. FATAL INJURY
PASSENGERS	17	0	0	0
FLIGHT CREW	2	0	0	0
CABIN CREW	2	0	0	0
GROUND CREW	0	0	0	0
PUBLIC/OTHER	0	0	0	0
TOTALS	21	0	0	0
HANDICAPPED	0	0	0	0
EVACUATION INJURIES	0	0	0	0

6. DAMAGE

X	NONE
	MINOR
	SUBSTANTIAL
	DESTROYED
	FIRE AFTER IMPACT
	PROPERTY DAMAGE
	UNKNOWN

7. PHASE OF OPERATION

	GROUND
	TAXI
	TAKEOFF
	CLIMB
X	LEVEL FLIGHT
	DESCENT
	APPROACH
	LANDING

8. TYPE OF FLYING

	PERSONAL
	BUSINESS
	EXECUTIVE CORP
	INSTRUCTION
	AERIAL APPLICATION
	INDUSTRIAL SPECIAL
	FERRY
	TEST
	FOREST FIRE
	PARACHUTE
	AIR SHOW
X	PASSENGER
	CARGO
	PASSENGER/CARGO
	MAIL
	OTHER
	UNKNOWN

9. PART NAME/NO. N/A

E. AIRPORT

1. NAME: N/A

- [ ] CONTROLLED
- [ ] UNCONTROLLED

2. RUNWAY NUMBER	3. FIELD ELEVATION	4. RUNWAY LENGTH	5. SURFACE CONDITION

6. REMARKS

F. WEATHER

1. SOURCE	3. SKY CONDITION	5. VISIBILITY RESTRICTION	7. D.P.	8. WIND
Pilot	Clear	none	UNK	UNK

2. TIME	4. VISIBILITY	6. TEMP.	9. ALTIMETER
1835AST	Unlimited	-38° Approx.	29.92

10. REMARKS

U.S. Department of Transportation
Federal Aviation Administration

Memorandum

Subject: INFORMATION: Transcription concerning the incident involving Alaska Airlines 53 on January 30, 1987

Date: FEB 9 1987

From: Bobby J. Lamkin
Air Traffic Service Evaluator
Alaskan Region

Reply to Attn of:

To:

This transcription covers the time period from January 30, 1987, 0336 UTC to January 30, 1987, 0349 UTC.

Agencies Making Transmissions	Abbreviation
Anchorage Air Route Traffic Control Center	ZAN
Alaska Airlines Flight 53	AS53

I HEREBY CERTIFY that the following is a true transcription of the recorded conversations pertaining to the subject aircraft incident.

[signature]
Name

ATS Evaluator
Title

(0336)

(0337)

(0338)

0339:29 AS53 Center fifty-three

0339:30 ZAN Alaska fifty-three—go ahead

0339:33 AS53 Any traffic in this ah area do you headed towards Anchorage

0339:36 ZAN Ah I have one coming outbound from Anchorage towards McGrath at this time—its a piper navajo at twelve thousand and ah—I have a same direction Ryan Air beech zero two estimating over McGrath zero four zero eight at two five zero other than that I don't have any other airplanes

0339:52 AS53 Okay we're just curious up at about our altitude ah headed that direction--thanks------you haven't had any UFO reports lately—huh

0340:10 ZAN Well I was just getting ready to ask you about that ah could you tell me ah the position of that aircraft

0340:15 AS53 *(Ahead) just underneath our radar pickup up a blip he's moving about a mile a second just pulled right away (unintelligible) shot at him but ah---*(man) he was there and then he was gone

0340:26 ZAN Alaska fifty-three roger and ah---ah did you have any visual sighting with that aircraft or anything like that

0340:32 AS53 Negative we just pickup up on radar the ah traffic and ah just watched it just pulls out straight ahead of us and just just disappear in a matter of seconds

0340:41 ZAN Alaska fifty-three roger standby please

0344:31 AS53 Anchorage Alaska fifty-three McGrath

0344:34 ZAN Alaska fifty-three go ahead

0344:36 AS53 Fifty-three McGrath at zero three four four level three five zero—Anchorage zero four one four landing

0344:45 ZAN Alaska fifty-three roger contact Anchorage Center one one eight point two six zero DME southeast of McGrath--and I just checked on this we don't have military as active there

shouldn't be any any military aircraft over we're ah not talking too at this time operating in your vicinity ah have you shown any else on radar since that last ah contact

0345:03 AS53 Ah no sir

0345:06 ZAN Alaska fifty-three will see you next time good day

0345:08 AS53 (unintelligible)

(0346)

(0347)

(0348)

(0349)

End of Transcript

*This portion of the recording is not entirely clear, but this represents the best interpretation possible under the circumstances.

U.S. Department of Transportation
Federal Aviation Administration

Alaskan Region

FSDO-63
4510 W. Int'l. Airport Road, Suite 302
Anchorage, Alaska 99502-1088

STATEMENT OF INTERVIEW WITH ALASKA AIRLINES CREW

January 29, 1987 at 1930 AST

At approximately 1900 on January 29, 1987, I received a call from Anchorage Center Manager, stating that Alaska Airlines Flight No. 53 had reported to Anchorage Center that it had seen a target on their weather radar and asked if the Center had any other aircraft operating in the area. I informed the ARTCC Manager that I would interview the crew at Anchorage International Airport.

I interviewed the crew at Alaska Airlines Operations on January 29, 1987 at approximately 1930 AST. The crew stated that they had departed Nome, Alaska at 1800 enroute to Anchorge. The incident happened approximately 60 miles west of McGrath, Alaska. The aircraft was operating on a heading of East at an altitude of 35,000 feet and an airspeed of Mach .73. The weather was clear and the visibility was unlimited. At approximately 1835 AST the crew noticed a return on the weather radar at their 12 o'clock position and at a range of 25 miles. Both pilots stated that the target was strong and bright. They both looked outside and could not see any lights or targets. Looking back at the radar the target had moved approximately 5 miles further ahead of them to approximately 30 miles. Each sweep of the radar (approximately 1 second) the target would move 5 miles further ahead of them until it went off the radar scope at 50 miles. The captain stated that since the military was having "war games" in the area that it was probably a USAF Aircraft going at a very high rate of speed. He then called Anchorage Center and asked the controller if there was any reported aircraft in the area and reported what he had seen.

The area is not within radar coverage of the Anchorage ARTCC. The controller on duty checked with the USAF (Alaska Air Command) and was told the they did not have aircraft operating in that area at that time.

Richard O. Gordon
Manager
AAL FSDO-63

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

February 3, 1987

The following is a report concerning the incident involving Alaska Airlines Flight 53 (AS53) at approximately 40W MCG on January, 30 1987 at 0340 UTC.

My name is Briggs N. Willoughby (BW). I am employed as the Assistant Manager of Automation by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska.

I have reviewed recorded radar data covering the time and location of the reported incident. I found nothing to indicate that an aircraft performing as reported was present.

Briggs N. Willoughby
Assistant Manager, Automation
Anchorage ARTCC

U.S. Department of Transportation
Federal Aviation Administration

News:

Office of Public Affairs
Alaskan Region
701 C Street, Box 14
Anchorage, Alaska 99513
(907) 271-5296

CONTACT: PAUL STEUCKE

FOR IMMEDIATE RELEASE
February 6, 1987 (REVISED FEB.21,1987)*
#86-06 (#87-09)

UNKNOWN TRAFFIC SIGHTED BY ALASKA AIRLINES CREW ON ONBOARD WEATHER RADAR

The Alaska Airlines flight crew of a Boeing 737 aircraft, flight #53, enroute from Nome to Anchorage, Alaska, on January 29, 1987, reported to the FAA Anchorage Air Route Traffic Control Center, the sighting of unidentified air traffic on their onboard weather radar system. The incident occured at about 6:39 pm, 60 miles west of the community of McGrath, which is approximately 200 miles northwest of Anchorage. The aircraft was flying at 35,000 feet altitude at night, the weather was clear.

Both pilots noticed the target on their weather radar scope and looked to see if there was any "traffic" in front of them. At no time did either crewmember see anything outside the aircraft. The Captain asked the FAA air traffic contoller in Anchorage if there was "any traffic in this-ah-area, do you---headed towards Anchorage?".

The FAA controllers at the air route control center in Anchorage reported a piper navajo at twelve thousand outbound from Anchorage towards McGrath, and a Beech estimated to be over McGrath at 4:04 pm, but nothing else.

The Alaska Airlines Captain responded, "Okay, we're just curious. Up at about our altitude (35,000) ah..headed that direction--thanks--...You haven"t had any UFO reports lately...huh?". The controller responded, "Well I was just getting ready to ask you about that ...ah...could you tell me ...ah...the position of that aircraft."

The area is not within radar coverage of the FAA air route traffic control center. Control of aircraft in the area is done by the center with the use of radio contact. The controller on duty checked with the USAF, Alaskan Air Command, and was told that they did not have military aircraft operating in that area at that time.

more...

The flight crew reported that the target on their radar moved at a very high rate of speed, approximately 5 miles on each sweep of the radar (5 MILES PER SECOND). As the target moved off their radar they changed the range of their radar from 50 miles to 100 miles and saw the target briefly before it became lost in the ground clutter created by the Alaska Range of mountains.

The flight crew was interviewed by FAA inspectors when they landed at Anchorage.

Material developed as a result of this investigation will be released on or about March 5, 1987, in Anchorage, Alaska.

# # #

* Release updated due to additional available material from inquiry.

UFO POTPOURRI

no. 314

Crew Claims a UFO Followed Plane Across the Arctic Circle

N.H. Man. Union Leader 12-30-86

ANCHORAGE, Alaska (UPI) — The crew of a Japan Air Lines cargo jet claimed that a mysterious UFO with bright flashing white and yellow lights followed it across the Arctic Circle en route from Reykjavik, Iceland, to Tokyo.

The three-man crew radioed air traffic controllers in Anchorage, reporting the huge UFO flying "in formation" with them, and the controller in charge of the Boeing 747 picked up the second unknown object on his radar screen, Federal Aviation Administration spokesman Paul Steucke said yesterday.

But Steucke said electronically recorded radar data shows no second object and "we can't reconcile the difference."

The Air Force also reported briefly seeing a second object on radar, but Alaska Air Command Capt. Robert Morris said officials believe the object may have been some sort of "random clutter or weather interference."

The strange sight reported by the pilot, copilot and flight engineer of JAL Flight 1628 remains a mystery.

Flight 1628 had left Reykjavik, flying over the North Pole to Tokyo with a stop in Anchorage. Following the UFO sighting, it landed at Anchorage International Airport and FAA security manager Jim Derry interviewed all three crewmen.

According to the FAA account, lights appeared only a mile from the plane as it crossed the Arctic Circle about 30 miles southeast of the town of Fort Yukon.

[illegible] head admits proof [illegible]

AN AIR FORCE chief has admitted he has rock-solid proof his men spotted and tracked a UFO.

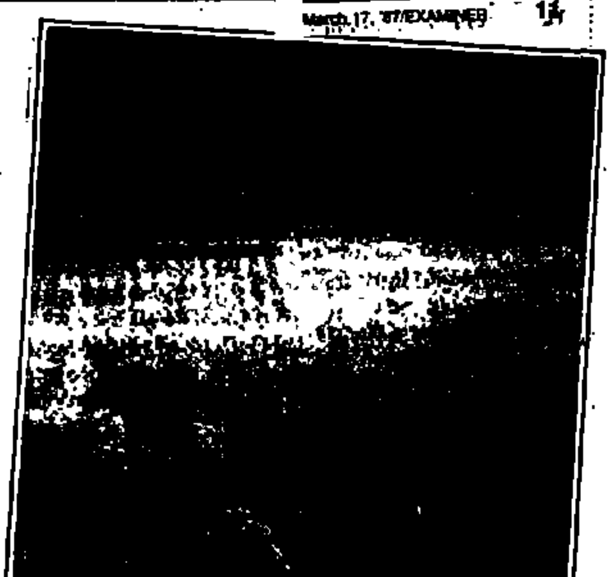
Only after an exhaustive two-year investigation by aeronautical experts did Zimbabwe Air Commodore David Thorne see fit to reveal the findings relating to the mind-boggling sighting.

Dozens of people witnessed a round object topped by a cone streak over southern Zimbabwe, according to a report in a magazine.

"We have not been able to identify the object," Thorne said. "We have had to classify it as a UFO. Our estimates indicates that the UFO was traveling at twice the speed of sound."

After the mysterious spacecraft was spotted, air traffic controllers tracked it on radar.

March 17, '87/EXAMINER 11



MYSTERY OBJECT was incredibly shiny.

"Two air force jets went after the object," adds Thorne. "The pilots described the object as incredibly shiny, reflecting the colors of the sunset."

But as night fell, the team tracking the UFO realized it was giving off its own light.

Über Alaska: Braunschweiger Zeitung

Riesiges UFO verfolgte Fracht-Jumbo

Jan 2, 87

ANCHORAGE (dpa) Ein riesiges unbekanntes Flugobjekt (UFO), das angeblich eine japanische Frachtmaschine über Alaska verfolgte, gibt zur Zeit in den USA Rätsel auf. Der Zwischenfall, der sich bereits am 17. November ereignet hatte, ist von der US-Luftfahrtbehörde FAA und der Luftwaffe teilweise bestätigt worden. Das unbekannte Objekt war auf den Radarschirmen der FAA und der Air Force gesichtet worden.

Der in Anchorage (Alaska) stationierte Flugkapitän Kenju Terauchi (47), der seit 29 Jahren als Pilot tätig ist, schilderte das UFO als riesiges walnußförmiges Gebilde, das „zweimal größer als ein Flugzeugträger" gewesen und von zwei kleineren Objekten begleitet worden sei.

Das beleuchtete fliegende Objekt sei parallel zu dem Jumbo-Jet der Japan Airlines geflogen und habe sich ihm so weit genähert, daß er die FAA über Funk um Erlaubnis gebeten haben, ein Ausweichmanöver zu fliegen.

Er habe die Flughöhe daraufhin um mehr als tausend Meter verringert und sei Kurven geflogen, berichtete Terauchi, aber „sie folgten uns immer noch". Der Pilot kann sich die überirdisch schnelle und wendige Erscheinung nur so erklären, daß es sich um eine Flugmaschine von Außerirdischen handelte.

Die Flugkontrolle der FAA berichtete, das auf dem Radarschirm beobachtete Objekt habe den JAL-Flug 1628 mindestens 32 Minuten lang begleitet und sich dem Jumbo dabei bis auf fünf Meilen genähert. Dem Kapitän kam es noch erheblich länger vor.

Auf die Frage, warum das UFO wohl ausgerechnet seine Frachtmaschine verfolgt habe, hatte Terauchi lächelnd eine einleuchtende Erklärung parat: „Wir hatten Beaujolais an Bord, einen sehr berühmten Wein aus Frankreich. Vielleicht wollten sie ihn trinken."

Cri J. Melesciuc

JOHN F. SCHUESSLER
P. O. BOX 58485
HOUSTON TEXAS 77258-8485

WALL STREET JOURNAL MARCH 12, 1987 CR: S. WOLLING

We're Going to Ruin the Ending: The Split-Radar Returns Did It

By KEN WELLS
Staff Reporter of THE WALL STREET JOURNAL

Publishers who sell paperback mysteries for $2.98 may be envious of the Federal Aviation Administration's regional office in Anchorage, Alaska. The office is offering a pricey mystery that's drawing a lot of attention—a $194.30 unbound collection of reports dealing with the celebrated sighting of a UFO by a Japan Air Lines pilot over the Arctic Ocean last Nov. 17.

"We've sold 50 complete packages so far," and received about 300 orders for portions, says Paul Steucke, an FAA spokesman in Anchorage.

Glossy Color Photos

In consideration of UFO-watchers whose resources aren't astronomical, the agency will sell separately any of the 20 items in the collection. These include a $50 cassette recording of the conversation between flight controllers and the JAL crew during the 50-minute encounter, and a $56 set of glossy color photos of radar readouts. The prices are based on the cost of reproducing the materials.

Orders continue to roll in despite the FAA's conclusion—in a separate report that costs nothing—that it couldn't substantiate the sighting. Its technical experts in Atlantic City, N.J., said blips on a radar screen that appeared to confirm an object in the vicinity of the JAL jet were actually "split-radar returns"—shadows of the plane's primary echo.

The conclusion was bolstered, says Mr. Steucke, by a report of a United Airlines pilot who, at the request of Anchorage flight controllers, flew near the path of the JAL jet at the time of the mysterious radar readings. He saw no other aircraft.

The FAA normally doesn't get into either the UFO or the publishing business. But it investigated this incident because an aircraft might have ventured unreported into the airspace of the JAL cargo carrier, which was en route from Iceland to Anchorage, Mr. Steucke says.

A Pilot's View

And though the agency routinely makes certain reports available, it has been as as mystified by the demand for its costly documents as some people are by the sighting itself. But the graphic testimony of Kenju Terauchi, the JAL pilot who reported the sighting, probably hasn't hurt sales.

He told the FAA immediately after the incident that he had been followed by two strands of lights, pulsating with amber glows, and a huge craft that appeared to be a "mother ship." He later said the large UFO was the "size of two battleships" and appeared to be made by "a very high technology and intelligence."

FAA says UFO on radar screen was just a double image of jet

United Press International

ANCHORAGE — Federal investigators say a review of radar tapes failed to show a UFO shadowing a Japan Air Lines cargo jet, contradicting reports made by the crew and the air-traffic controller who handled the plane.

The Federal Aviation Administration's examination of the tapes shows what appears to be a second object near JAL Flight 1628 on Nov. 17, but investigators now think it is a double image from the Boeing 747, FAA spokesman Paul Steucke said yesterday.

On Dec. 29 the FAA released details of the UFO sighting, revealing the flight controller handling the jet saw an object on radar five miles from the plane. The Anchorage Air Route Traffic Control Center directed the crew to take evasive maneuvers, including a 4,000-foot drop and a 360-degree turn.

Co-pilot Takanori Tamefuji, 39, said yesterday he did not know why the FAA first confirmed a nearby object and now dismisses it as an image of the 747.

In his second interview with the FAA Tuesday, Tamefuji reiterated that he saw lights, and Steucke said, "The co-pilot's testimony supported the pilot's."

Although the FAA is satisfied with the double-image explanation, the inquiry is continuing with interviews of the crew and a review of data, Steucke said.

Steucke said the pilot, co-pilot and flight engineer have told the same story: Blinking yellow, amber and green lights appeared too close to their plane for comfort.

The FAA says the controller apparently misinterpreted what he saw on his screen. But Steucke defended the controller's response, saying, "He had a pilot tell him he was seeing something right there. This is not something where he can take a risk even if it is a double image."

The radar image seen in the JAL cockpit and by the controller also appeared intermittently on Air Force radar. Air Force spokesmen dismissed it as "random clutter."

SEATTLE TIMES JAN. 8, 1987 CR: L. CANTERBURY

UFO POTPOURRI

no. 313

Page 4, Section 1 Houston Chronicle Saturday, February 28, 1987

Sea find may be 'Flight 19' plane

KEY WEST, Fla. (AP) — Treasure seekers have discovered the wreckage of a plane they say might be one of five Navy aircraft that disappeared more than 40 years ago on a routine training flight.

The crew of Mel Fisher's Swordfish pulled a Grumman Avenger airplane from the 1940s out of mud in water 33 feet deep 20 miles west of Key West on Tuesday, said Don Kincaid, vice president of Treasure Salvors Inc.

The disappearance of Navy Flight 19, consisting of the five TBM-3 Avengers, torpedo-bombers normally based on carriers, and the loss of a twin-engine Navy Martin Mariner subsequently sent to search for them is frequently mentioned in the lore of the "Bermuda Triangle."

The Bermuda Triangle, off the southeastern coast of the United States, was popularized by Charles Berlitz in a best-selling 1974 book of that title that told of ships and planes vanishing into a mysterious void.

Navy and Coast Guard officials have scoffed at the theory, noting that some of the world's busiest shipping and flight lanes cross the area and that over the years, accidents are bound to occur.

Key West also is far beyond the westernmost boundary of the legendary Miami-Bermuda-San Juan triangle.

But Fisher, who has made millions salvaging treasure off the Florida coast, said he believes the plane could be one of the five.

Salvors "stumbled across" the wreckage in 1971 during a search for a galleon and were in the vicinity again last week, Kincaid said.

"Mel just wanted to pull it up out of curiosity," he said. "We ran across it again on a whim. We're not in the business of looking for Bermuda Triangle wreckage."

The five Avengers left a World War II training field at Fort Lauderdale on a training mission Dec. 5, 1945, each carrying a pilot and radio operator.

The flight leader was soon lost in hazy skies, despite the prevalent clear and sunny weather. Radio contact was maintained until the planes ran out of fuel still searching for the way home.

A Martin Mariner, a twin-engine patrol plane with 13 aboard, left the Banana River Naval Air Station near Cocoa Beach the next morning to search for the squadron.

The plane failed to return and no trace was found.

No human remains were found in the Avenger salvaged this week, said Mel Fisher's son, Kim.

When the fuselage was hoisted from the water, an open parachute spilled out, said Scott Nierling, a Treasure Salvors photographer.

The plane, estimated at 40 feet from tip to tail and with a wingspan around 60 feet, was brought to Key West for identification. It still bears Navy markings.

Can't rule out UFO because of radar

From Lindy Whitehurst, Houston.

The November sighting of a large UFO by the crew of a Japan Air Lines 747 cargo jet was reportedly tracked briefly by the Federal Aviation Administration, the U.S. Air Force and the 747's own radar. A few days later, the FAA claimed a "split image" of the 747 while the USAF chimed in with "electronic clutter." Never mind the 747's on-board radar picking it up and the visual sighting by all three crew members.

Such radar malfunction "coincidences" are common throughout the history of the UFO, with stories of angry veteran civilian and military pilots who report, only to have some desk-flying lieutenant tell them they were seeing Venus, which often was not even visible in the sky at the time.

The classic UFO shape — one of curved surfaces, no sharp angles and no visible hot engine exhausts — is the goal of the U.S. program to design radar-proof fighters and bombers. UFOs flying under and though U.S. radar not geared to track them are unlikely to generate substantial radar evidence to prove their existence. Still, the lack of radar confirmation to a major UFO sighting can never be considered a blot on its record.

Thursday, January 15, 1987 Houston Chronicle
Section 2, Page 11

FAA Steps Up UFO Inquiry

ANCHORAGE, Alaska (AP) — The Federal Aviation Administration has stepped up its investigation of wavering lights that dogged a Japan Air Lines cargo jet across Alaska's night sky for nearly an hour in November, an official said Sunday.

The veteran pilot, Kenji Terauchi, told investigators that two of the lights were small, perhaps no larger than eight feet across He said the third light was on an aircraft, a huge darkened globe with a diameter of perhaps two aircraft carriers placed end-to-end, Steucke said.

Terauchi said the large UFO showed up on his cockpit weather radar. But images on military radar screens at the time were dismissed as "clutter," and a blip that showed up on FAA screens was analyzed as a coincidental "split image" of the aircraft, Steucke said.

LAC. EV. CITIZEN, N.H
5 Jan 1987
Cr. J. Melesciuc

BY JOHN F. SCHUESSLER
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HOUSTON, TEXAS 77258-8485

Seattle Post-Intelligencer, Thursday, January 1, 1987

Pilot tells of UFO so big that it made his 747 seem a toy

CR: Kristi Jones

United Press International

ANCHORAGE, Alaska — A veteran pilot whose sighting of an unidentified flying object was confirmed on radar screens said the thing was so enormous that his Japan Airlines cargo plane was tiny compared with the mysterious object.

Capt. Kenju Terauchi also said there were two other small unidentified objects, smaller than his Boeing 747, that did not appear on radar.

Terauchi, the co-pilot and the flight engineer all told Federal Aviation Administration investigators that they saw UFO lights.

"They were flying parallel and then suddenly approached very close," said Terauchi, 47, who requested and received FAA permission to take whatever evasive action was necessary to avoid the UFO, which appeared for a time on FAA and Air Force radar and on the radar screen in the cockpit of JAL flight 1628.

Terauchi spoke to United Press International Tuesday, one day after the UFO incident on the evening of Nov. 17 was revealed by the FAA. Additional FAA data released Tuesday again confirmed that government radar picked up the object that Terauchi said followed his jumbo jet.

Terauchi, a pilot for 29 years, said he briefly glimpsed the large

See UFO, Page A10

UFO: Pilot says his 747 was dwarfed

From Page 1

unknown object in silhouette, and he said, "It was a very big one — two times bigger than an aircraft carrier."

Terauchi made a drawing of the large UFO, looking something like a giant walnut-shaped object, with big bulges above and below a wide, flattened brim.

The captain, who is stationed in Anchorage with his family, was flying from Iceland to Anchorage on a Europe-to-Japan flight when the crew had its unexplained encounter in clear weather over Alaska.

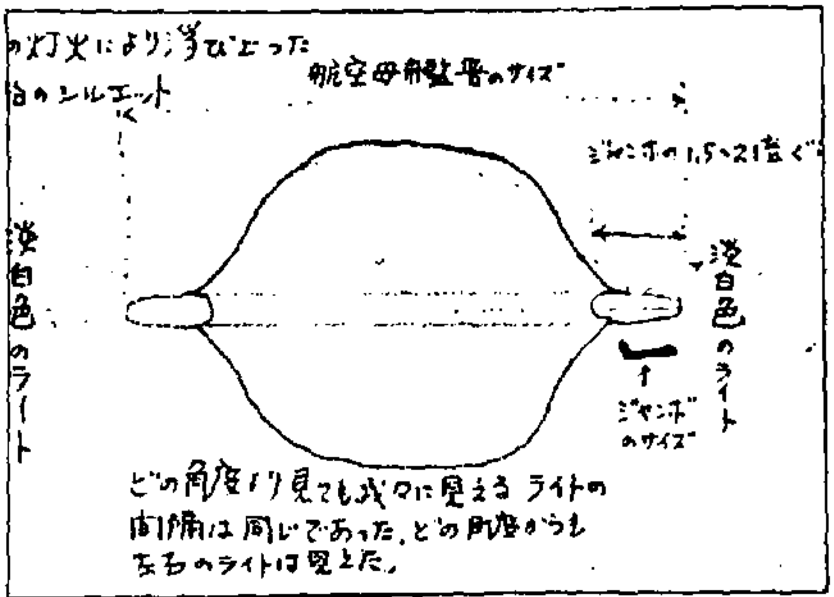
Terauchi said the three unidentified objects followed his jet for 400 miles.

"It was unbelievable," he said, acknowledging that some of his colleagues have doubts about what the crew saw.

FAA investigators who questioned the crew in Anchorage concluded they were "normal, professional, rational, (and had) no drug or alcohol involvement," the report by FAA security manager Jim Derry said. Crew cockpit experience totals more than 46 years, the pilot said.

Terauchi said the crew was not frightened but wanted to avoid whatever was all lit up in their flight path: "We want to escape from this."

That's why they went along with FAA directives to drop 4,000 feet and make turns — including a complete 360-de[illegible]



United Press International

Pilot Kenju Terauchi provides sketches related to his reported UFO sighting. Top: Lights appear almost in front of the plane; a closeup of the lights is at right. Center: The UFO dwarfs Terauchi's Boeing 747 just to right of the UFO. Bottom: The UFO first appears on the radar screen.

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He said the evasive maneuvers were of no avail and the lights stayed close — once appearing in front of the cockpit. Radar showed one close object.

Terauchi said he could not explain the mysterious events that have been partly confirmed by the FAA and the Air Force, except to speculate that he witnessed something of extraterrestrial origin of a far more advanced technology.

He expressed amazement that the objects moved so quickly and stopped suddenly.

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translator, Terauchi drew maps, pictures and supplied technical annotation to describe the events.

Asked why he thought UFOs would tail his chartered cargo plane, Terauchi laughed and jokingly replied: "We were carrying Beaujolais, a very famous wine made in France. Maybe they want to drink it."

Asked if he was nervous, Terauchi replied, "No, I am the captain. I cannot be nervous."

FAA flight control reports indicate the object stayed with JAL Flight 1628 for at least 32 minutes. Terauchi said he thought it was longer.

The flight controller directing the JAL plane reported the object on his radar as close as five miles [illegible]

UFO POTPOURRI

no. 308

The Houston Post/Tues., December 30, 1986/ 11C

UFO followed them, jet crew says

Object reportedly flew 'in formation' with JAL plane

ANCHORAGE, Alaska (UPI) — The crew of a Japan Air Lines cargo jet claimed that a mysterious UFO with flashing white and yellow strobe lights followed them across the Arctic Circle en route from Reykjavik, Iceland, to Tokyo.

The three-man crew radioed air traffic controllers in Anchorage, reporting the huge UFO flying "in formation" with them, and the Air Force confirmed an object briefly flew near the plane, Federal Aviation Administration spokesman Paul Steucke said Monday.

But, although the Air Force radar briefly picked up a second object, Steucke said, FAA controllers in Anchorage and Fairbanks did not.

The strange sight reported by the pilot, copilot and flight engineer of JAL Flight 1628 remains a mystery.

The incident occurred Nov. 17 but was not made public until a news reporter queried the FAA.

Flight 1628 had left Reykjavik, flying over the North Pole to Tokyo with a stop in Anchorage. After the UFO sighting, it landed at Anchorage International Airport, and FAA security manager Jim Derry interviewed all three crewmen.

According to the FAA account, lights appeared only a mile from the plane as it crossed the Arctic Circle about 30 miles southeast of the town of Fort Yukon.

"They said they could not see the shape, only the lights," Steucke said of the crew's account. "The lights indicated to them it may be a large aircraft or a large something."

The white and yellow strobe lights followed the Boeing 747 for 50 miles. The crew estimated they were 7 miles away. The lighting was not normal aircraft-marking pattern, the crew reported.

When the report was made to the Air Route Traffic Control Center at 6:19 p.m., Steucke said controllers tried to locate the object on radar but "were unable to confirm a second target with our equipment. Our radar system picked up one target."

In other words, FAA controllers located only the JAL jumbo jet.

At 6:26 p.m., Steucke said the FAA contacted the Military Regional Operations Control Center at Elmendorf Air Force Base in Anchorage, and "we asked them if they were receiving any radar returns."

The Air Force told the FAA it "saw a second target (object) 8 miles away (from the JAL jet), but they contacted us a minute later and said they were no longer receiving any radar return (of a second object)," Steucke said.

"At 6:32 the JAL pilot requested and received permission for a descent from 35,000 feet to 31,000," Steucke said. Air controllers asked if the lights were still there, and were told, "It is descending in formation."

Four minutes later, the JAL plane received permission for a 360-degree turn. Then, at 6:39 p.m. — 20 minutes after the lights were first reported — the JAL crewmen said they no longer saw the lights.

At 6:45 p.m., Fairbanks controllers authorized a United Airlines northbound jet to make a 10-degree turn to better view the JAL plane and asked the United crew if it saw anything besides the Boeing 747. It did not. Nor did the JAL crew see the lights again.

BY JOHN F. SCHUESSLER
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UFO sighting

Tuesday, December 30, 1986 Houston Chronicle ★★★★ Section 1, Page 3

Crew of cargo jet reports seeing mysterious flashing lights in sky

ANCHORAGE, Alaska (UPI) — The crew of a Japan Air Lines cargo jet says that a mysterious UFO with flashing white and yellow strobe lights followed them across the Arctic Circle en route from Reykjavik, Iceland, to Tokyo.

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HUGE SQUARE UFO HOVERS NEAR CHURCH

Bergen County New Jersey has been the scene of numerous UFO sightings over the years. One interesting sighting involved an amateur astronomer and his family while they were on their way to church. The sighting began when the three of them spotted a light in the sky. It flashed red, yellow, and blue in the night sky.

As the trio drove along highway 202, the light seemed to be approaching them. By the time they reached the church, the light was overhead. The daughter said "It was very dramatic. I was a doubting Thomas at the time about these things, but this thing was hovering above us about 800 feet when we got out of the car. It was about two or three houses wide and two houses high. It was a square shaped ship, not disc-shaped as most are reported to be. I could see the entire ship, almost see the metal itself."

The witnesses were excited and amazed, but this is not the only sighting in Bergen County. In August 1957, a 16-year old boy spotted and photographed a UFO in a field near Ramsey. In September 1962, eight witnesses saw a UFO land in the Oradell Reservoir. Police switchboards lit up in 1963 when hundreds of residents of Hackensack reported a red light over.

One of the more important UFO events of recent times happened in Bergen county near the Wanaque Reservoir in Pompton Lakes. Many people watched a light over the reservoir that flew right over the heads of some of them. Military officials were called in to take charge after a light beam was shot down into the ice of the reservoir, melting the ice.

UFO sightings often repeat in certain areas of the country, but Bergen County officials were wondering what attracts the strange craft to their area. Maybe it is just a new form of tourism.......

UFO POTPOURRI

no. 309

22A /The Houston Post/Thurs., January 1, 1987

Jet crew says UFO enormous

Craft called bigger than aircraft carrier

ANCHORAGE, Alaska (UPI) — A veteran pilot whose UFO sighting was confirmed on radar screens said the thing was so enormous that his Japan Airlines cargo plane was tiny compared to the mysterious object.

Capt. Kenju Terauchi also said there were two other small unidentified objects — smaller than his cargo carrier — that did not appear on radar.

Terauchi, his co-pilot and flight engineer all told Federal Aviation Administration investigators they saw UFO lights.

"They were flying parallel and then suddenly approached very close," said Terauchi, 47, who requested and received FAA permission to take whatever evasive action was necessary to avoid the UFO, which appeared for a time on FAA and Air Force radar and on the radar screen in the cockpit of JAL flight 1628.

Terauchi spoke to UPI Tuesday, describing the UFO incident of Nov. 17 that was revealed by the FAA Monday. Additional FAA data released Tuesday again confirmed that government radar picked up the object.

Veteran pilot

Terauchi, a pilot for 29 years, said he briefly glimpsed the large unknown object in silhouette, and he said, "It was a very big one — two times bigger than an aircraft carrier."

Terauchi made a drawing of the large UFO, looking something like a giant walnut-shaped object, with big bulges above and below a wide flattened brim.

The captain, who is stationed in Anchorage with his family, was flying the jumbo jet from Iceland to Anchorage on a Europe-to-Japan flight when the crew had its unexplained encounter in clear weather over Alaska.

Terauchi said the three unidentified objects followed his jet for 400 miles.

"It was unbelievable," he said, acknowledging that some of his colleagues have doubts about what he and his colleagues saw.

'Normal' crew

FAA investigators who questioned the crew in Anchorage concluded they were "normal, professional, rational, (and had) no drug or alcohol involvement," the report by FAA security manager Jim Derry said. Crew cockpit experience totals more than 46 years, the pilot said.

Terauchi said the crew was not frightened but wanted to avoid whatever was all lit up in their flight path: "We want to escape from this."

That's why they went along with FAA directives to drop 4,000 feet and make turns — including a complete 360-degree turn, but Terauchi said, "They were still following us."

He said the evasive maneuvers were of no avail and the lights stayed close — once appearing in front of the cockpit. Radar showed one close object.

Terauchi said he could not explain the mysterious events that have been partly confirmed by the FAA and the Air Force, except to speculate that he witnessed something of extraterrestrial origin of a far more advanced technology.

Stunned by speed

He expressed amazement that the objects moved so quickly and stopped suddenly.

Terauchi referred to the objects as "the two small ships and the mother ship."

Speaking in English but occasionally seeking assistance from a translator, Terauchi drew maps, pictures and supplied technical annotation to describe the events

Asked why he thought UFOs would tail his chartered cargo plane, Terauchi laughed and jokingly replied, "We were carrying Beaujolais, a very famous wine made in France. Maybe they want to drink it."

Asked if he were nervous, Terauchi replied, "No, I am the captain. I cannot be nervous."

FAA flight control reports indicate the object stayed with JAL Flight 1628 for at least 32 minutes. Terauchi said he thought it was longer.

The flight controller directing the JAL plane reported the object on his radar as close as five miles to the jet.

UFO mystery has been missed

The UFOs are back, and we've been wondering where they were.

A Japan Air Lines cargo plane's crew reports it saw mysterious flashing white and yellow lights on a November flight across the Arctic Circle. A U.S. Air Force radar station even picked up a return from an object a few miles away from the JAL craft. The object was large, and its lights didn't fit any known pattern.

Remember when the UFOs were sighted frequently? The sightings usually came in bunches, and many people were positive they had seen something unusual. The UFO theme became popular on television and in movies.

Formal investigations failed to prove anything, and also failed to discourage the true believers. In recent years, claims about sightings diminished.

UFOs represent the unknown. They present the possibility that somewhere out there there is a superior race of beings who will solve all our problems, even if they do so by eliminating all of us. The JAL sighting restores a bit of mystery to all our lives.

Page 10, Section 3 Houston Chronicle Friday, January 2, 1987

BY JOHN F. SCHUESSLER
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12F /The Houston Post, /Thurs., December 18, 1986

Several report spotting UFO in Mexico City

MEXICO CITY (Reuter) — Mexico City International Airport received dozens of calls reporting an unidentified flying object over the capital Tuesday, the official Notimex News Agency reported Wednesday.

The multi-colored object was making a faint buzzing noise as it rapidly circled the city before shooting off at high speed, witnesses said.

There was no word on the object's shape or on how long it was visible.

Notimex said the crew of a Pan American Airways jet also reported having seen the object briefly.

The agency said an unidentified flying object was seen at the same time and place on Nov. 2, 1973.

Page 6, Section 1 ★★★ Houston Chronicle Thursday, December 4, 1986

Radar can miss small planes, FAA expert says

Associated Press

LOS ANGELES — The control system at Los Angeles International Airport can fail to show small planes on radar for several reasons, a tower manager testified at a safety hearing into the Aeromexico disaster.

Richard Cox, a Federal Aviation Administration air traffic manager at the airport's control center at Tracon, said however that he doesn't consider the absence of a radar blip a deficiency because he recognizes the limitations of radar.

Cox was asked why a small plane didn't appear on radar before it collided Aug. 31 with an Aeromexico DC-9 over Cerritos, killing 82 people.

"I can think of several reasons: size of aircraft, transponder strength of aircraft, atmospheric conditions and speed of aircraft," Cox said.

Cox said it was a glitch that data from a small plane would be recorded on computer printouts but not seen on radar screens.

"It is my understanding this is an inherent problem in the ASR (radar tracking system)," he said.

Cox answered questions for about three hours Wednesday during the second day of a National Transportation Safety Board hearing.

Walter White, the controller handling the DC-9, testified Tuesday the smaller plane never appeared on his radar screen even though the system was working well and traffic at the time was light.

Cox was questioned by the NTSB panel, a technical advisory committee and groups from the airlines, Mexico and aviation associations about the four types of air-traffic monitoring equipment used at Tracon.

He also was asked about operations at Tracon, which employs 45 controllers and five assistants. He called staffing adequate and said he was working to reduce overtime.

He described the two primary ASR radar systems used by controllers and explained backup systems, including a 10-channel beacon decoder, the system used before ASR was installed.

Cox said a controller's primary duties were separation of air traffic and safety advisories.

Depending on the types of planes involved, he said a safety advisory would be issued if a pair of planes were 1½ miles apart. In the Aug. 31 crash, no warning was given to the Aeromexico jet, he said.

"The controller said he did not see the (Piper) aircraft, so there would have been no obligation to issue anything," Cox said.

Cox confirmed there had been eight problems reported with Tracon's radar system the week before the crash, but he insisted it was working adequately Aug. 31.

MODERN PHOTOGRAPHY MAGAZINE JULY 1985

Caution! Discs Overhead

Verdens Gang, a major Norwegian newspaper, recently told us about Pal Kristian Vaag, an ordinary chap who one day happened to spot a UFO calculated to be 33-50 ft. in diameter hovering overhead.

The unearthly craft continued to hover while Vaag ran for his Kodak Disc 4000 camera. Click. *Verdens Gang* ran the pictures in full color on its front page. The next day, it ran a two-page spread on the story, along with a large picture of Vaag proudly holding his Disc 4000.

Since then, the Royal Norwegian Air Force has announced that the pictures have not been retouched, nor were any other signs of technical chicanery found. The pictures have been turned over to NASA for further study.

Taking advantage of the Disc's involvement, Kodak Norway ran a series of ads about the camera's new-found capability. The whole thing so captured the imagination of the Norwegians that an increase in Disc camera sales followed shortly thereafter.

cc: P SMITH

UFO abduction victims are sane and telling the truth, says psychologist

RESEARCH

PEOPLE WHO claim they were abducted by space aliens are telling the truth — and are quite sane, says a psychologist.

The results of a battery of tests administered to nine abductees ranging from a tennis instructor to an audio technician indicate the victims are normal, but seem to suffer from trauma caused by their mind-boggling experiences, explains psychologist Lisa Slater.

The test subjects were distrustful and exhibited some paranoia, especially in personal relationships. Such symptoms are often found in rape victims.

"The test findings are not inconsistent with the possibility that the reported abductions have, in fact, actually occurred," adds Slater.

The study was conducted by the Maryland-based Fund for UFO Research.

Many UFO investigators agree that it has given victims of extraterrestrial abduction more credibility, although many skeptics still remain unconvinced.

Says New York City ufologist Francis Seigal: "This study will make the skeptics think twice about calling the victims of alien abductions crackpots. That's the easy way out. It's about time we believed those people.

"I don't care what some psychologists say about so-called neurological quirks and perceptual flaws," he adds. "That's a cop-out."

8 December 30, '86/EXAMINER

Spies prowl skies

SPY satellites and other high-tech snooping devices collect 85 per cent of America's intelligence, Harper's Index reports.

WHO NEEDS AN EYEWITNESS WITH COVERAGE LIKE THIS?

UFO POTPOURRI

no. 310

Jet Pilot Reports 3 UFOs Over Arctic

ANCHORAGE, Alaska (UPI) — A veteran pilot says three unidentified flying objects — two small ones and one twice the size of an aircraft carrier — trailed his Japan Air Lines cargo jet for 400 miles across the Arctic.

"It was unbelievable," said the pilot, Kenju Terauchi, when interviewed Tuesday.

He acknowledged that some of his colleagues doubted what he, his co-pilot and flight engineer say they saw on Nov. 17 as they flew the 400 miles across northeastern Alaska on a trip from Iceland to Anchorage.

The crewmen of the plane — JAL Flight 1628 — reported seeing flashing lights trailing their jet. The Federal Aviation Administration interviewed the three in Anchorage, and the plane later went on to Tokyo.

FAA officials confirmed Monday that the controller who handled Flight 1628 had seen a mysterious object behind the jet on his radar. Air Force officials at the Alaska Air Command said their radar had picked up something near the JAL plane.

On Tuesday, Terauchi, 47, said that he had seen three UFOs and that at one point, lights from the two smaller ones had appeared directly in front of the Boeing 747's cockpit at close range.

Terauchi referred to the objects as "the two small ships and the mother ship," and expressed amazement that they had disappeared, reappeared, moved quickly and stopped suddenly.

Terauchi repeatedly said the object that appeared on FAA and Air Force radar had been "a very big one — two times bigger than an aircraft carrier."

The smaller UFOs did not appear on his radar, he said. Nor were additional objects picked up on radar by the FAA or the Air Force.

The crew was not frightened, Terauchi said. He described their feeling as, "We want to escape from this." With permission and direction from the FAA, the crew dropped in altitude and made many turns, but the objects remained.

"They were still following us," Terauchi said, and FAA radar confirmed that at least one object remained despite the maneuvers.

FAA security manager Jim Derry interviewed the crewmen and said they were "normal, professional, rational, (and had) no drug or alcohol involvement."

FAA flight control reports indicate that the mysterious object stayed with Flight 1628 for at least 32 minutes. The flight controller directing the JAL plane reported the object on his radar as close as 5 miles to the jet.

St Louis Post Dispatch 1 Jan. 1987 Cr: S. Wolling

FAA steps up probe of Alaska UFO sighting

Houston Chronicle, 5 Jan 1987 P2, S1

ANCHORAGE, Alaska (AP) — The Federal Aviation Administration has stepped up its investigation of wavering lights that dogged a Japan Air Lines cargo jet across Alaska's night sky for nearly an hour in November.

"We're looking at it to ensure that somebody didn't violate airspace we control," FAA spokesman Paul Steucke said Sunday. "We looked at it about six weeks ago, but since then we've gotten a lot of public interest, so we went back and re-interviewed the pilot."

The veteran pilot, Kenji Terauchi, told investigators that two of the lights were small, perhaps no larger than eight feet across. He said the third light was on an aircraft, a huge darkened globe with a diameter of perhaps two aircraft carriers placed end-to-end, Steucke said.

Terauchi said the large UFO showed up on his cockpit weather radar. But images on military radar screens at the time were dismissed as "clutter," and a blip that appeared on FAA screens was analyzed as a coincidental "split image" of the aircraft, Steucke said.

Radar tapes, transcribed interviews and radio messages are to be sent to the FAA in Washington, D.C., this week for review, Steucke said.

A JAL spokeswoman Sunday said Terauchi was on a flight to Europe and was unavailable ...

Flight 1628 with a three-man crew, left Iceland on Nov. 17 with a load of wine bound for Tokyo from Paris. Terauchi and his crew boarded the Boeing 747 in Iceland for the leg of the trip to Anchorage.

The evening sky was clear as the jet, cruising at 525 knots, crossed into Alaska from Canada just northeast of Fort Yukon. As the plane flew at 35,000 feet, Terauchi said he saw three lights eight miles in front of his aircraft.

The pilot reported the lights were yellow, amber and green, Steucke said, but not red, the international color for aircraft beacons.

"The two smaller ones moved a little bit, changed their angle. The smaller ones did not show up on the weather radar onboard," Steucke said. "The larger one did."

BY JOHN F. SCHUESSLER
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Radar tapes don't support UFO sighting

Thursday, January 8, 1987 Houston Chronicle Section 1, Page 9

ANCHORAGE, Alaska (UPI) — A review of radar tapes failed to confirm an unidentified flying object in the flight path of a Japan Air Lines cargo jet over Alaska, a Federal Aviation Administration spokesman said.

The FAA has concluded that the unidentified object on radar now appears to be an unexplained split image of the JAL Boeing 747 and not a separate object, spokesman Paul Steucke said Wednesday.

But a second crewman backed the pilot's statement that lights followed the plane across the Arctic Ocean. Despite the agency's conclusion that radar tapes seem to show two images of the jetliner, Steucke said that "the co-pilot's testimony supported the pilot's."

The agency interviewed co-pilot Takanori Tamefuji for the second time Tuesday, and the man reiterated that the crew saw lights near the jumbo jet Nov. 17 as it flew from Reykjavik, Iceland, to Anchorage as part of a Paris-to-Tokyo charter flight.

The pilot, Capt. Kenju Terauchi, also has been interviewed twice, and the FAA plans to interview the third crew member, flight engineer Yoshio Tsukuda, for a second time, Steucke said.

The review of radar data indicates that no second object was present and represents a reversal of earlier FAA statements that a second object was confirmed on radar.

When reports of the UFO sighting came to light last week, the FAA reported that the object appeared on radar screens at the Anchorage Air Route Traffic Control Center and released an incident report by the controller in charge of JAL Flight 1628 in which the controller stated that another object was following the JAL jet as close as five miles away.

Steucke did not fault the controller for apparently misinterpreting data because "he had a pilot tell him he was seeing something right there. This is not something where he can take a risk even if it is a double image."

Even with the review of radar tapes and new crew interviews, Steucke said, the FAA is no closer to knowing what the lights were that the crew reported.

EXAMINER, San Francisco, CA - Aug. 6, 1965

Radar Crews Get Solid Fix on UFOs

HOUGHTON (Mich.)—(UPI)—Personnel at the U.S. Air Force radar base in the Keweenan Peninsula yesterday reported "solid radar contact" with seven to 10 unidentified flying objects moving in a "V" formation over Lake Superior.

The objects were moving out of the southwest and were heading north - northeast at about 9,000 miles per hour, the men said. They were 5,200 to 17,000 feet high.

One of the men at the base said three other radar stations, in North Dakota, Minnesota and Luther Air Station in Canada, also reported spotting the objects. He said another station reported electronic jamming of its radar.

Seven other objects were spotted over Duluth and jet interceptors gave chase, he said, but they could not maintain the speed of the UFO's and were easily outdistanced.

The radar personnel, Air Force enlisted men, asked that their names not be disclosed.

NASA designing aircraft that stays aloft 3 months

Houston Chronicle News Services

ATLANTA — Space agency planners are designing an aircraft that could stay aloft for up to three months without landing or refueling — an aerial endurance test that dwarfs the recent nine-day around-the-world flight of Dick Rutan and Jeana Yeager.

NASA's unmanned drone would soar on spidery 150-foot wings, making endless figure eights 14 miles above the Earth as it tests the atmosphere for a possible buildup of carbon dioxide.

The airplane's 40-horsepower engine would be powered by a 2 million-watt beam of microwave energy broadcast from scores of transmitters on the ground.

"Rutan's Voyager can only stay up for 10 to 12 days," says program manager Don Bouquet at Lockheed-Georgia Co., which just completed an 11-month study for the National Aeronautics and Space Administration on the practicality of a long-duration aircraft. "Our missions would be 60 to 90 days. Essentially we could stay up until something fails."

While the concept is exotic and the technology untried, NASA and Lockheed engineers say the aircraft could be flying within three years — at an initial cost of more than $30 million. Contract competition is expected to begin this spring.

In part, the proposal stems from growing concern over a possible greenhouse effect — a gradual warming of the Earth caused by the accumulation of carbon dioxide in the atmosphere.

Even after almost 30 years of spaceflight, the outer fringes of the atmosphere remain largely unexplored. Today, the only continuous readings of the Earth's upper atmosphere come from instruments on mountaintops.

But scientists at the U.S. Department of Energy hope a plane capable of long-duration flight could continuously monitor carbon dioxide levels at a fixed point in the upper atmosphere.

Officials in the Pentagon's Strategic Defense Initiative program also are interested in the craft as part of an airborne early warning system.

Wednesday, January 7, 1987 Houston Chronicle ★★★★ Section 1, Page 7

UFO POTPOURRI

no. 311

UFO Was Twice The Size Of An Aircraft Carrier, Veteran JAL Pilot Says

By JEFF BERLINER

ANCHORAGE, Alaska (UPI) — A veteran pilot says three unidentified flying objects — two small ones and one twice the size of an aircraft carrier — trailed his Japan Air Lines cargo jet for 400 miles across the Arctic skies.

"It was unbelievable," Kenju Terauchi said Tuesday, acknowledging that some of his colleagues have doubts about what he, his co-pilot and flight engineer saw Nov. 17 as they flew the 400 miles across northeastern Alaska from Iceland to Anchorage.

The crewmen of JAL Flight 1628 reported seeing flashing lights trailing their jet that clear night to the Federal Aviation Administration, which interviewed the three in Anchorage. The plane later went on to Tokyo.

FAA officials Monday confirmed the controller who handled Flight 1628 saw a mysterious object trail the jet on his radar, and Air Force officials at the Alaska Air Command said their radar picked up something near the JAL plane.

In an interview Tuesday, Terauchi, 47, a pilot with 29 years experience who lives in Anchorage with his family, said he saw three UFOs and that at one point lights from the two smaller ones appeared directly in front of the Boeing 747 cockpit at close range.

Terauchi referred to the objects as "the two small ships and the mother ship," and expressed amazement that they disappeared and reappeared and moved quickly and stopped suddenly. He said he could not explain the events, except to speculate he saw something of extraterrestrial origin.

Speaking in English with occasional help from a translator, Terauchi drew maps, pictures and supplied technical annotation to describe the incident.

Terauchi repeatedly said the object that appeared on FAA and Air Force radar was "a very big one —two times bigger than an aircraft carrier."

The smaller UFOs did not appear on his radar, he said. Nor were additional objects picked up on FAA or Air Force radar.

Terauchi said the three crewmen saw lights from the two small objects. He drew a picture for the FAA showing lights in a formation, each object having what appeared to be two panels of lights.

The captain said he saw lights on the larger object and once, near Fairbanks, saw it in faint silhouette 8 miles away. He drew a picture of what he saw — something resembling a large shelled walnut.

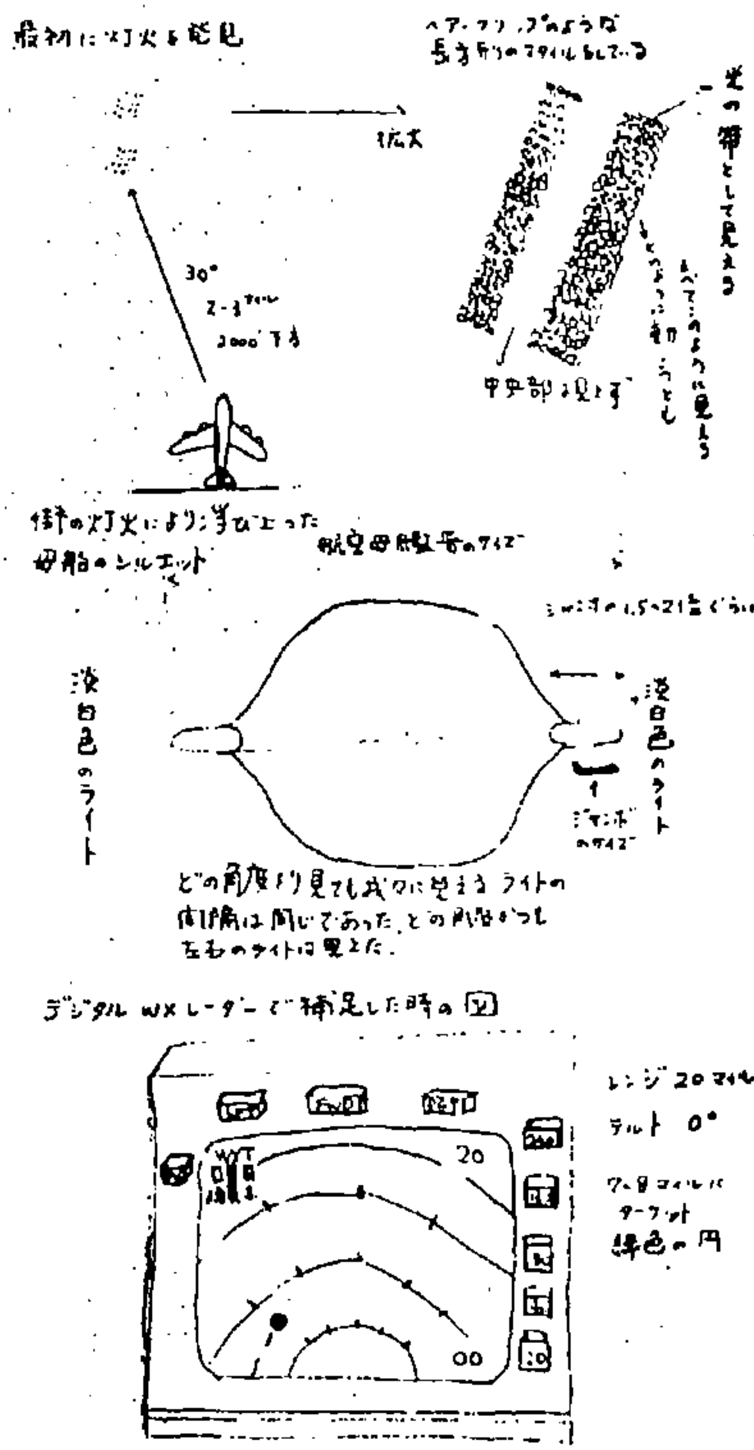
The crew was not frightened, Terauchi said. Their feeling was, he said, "We want to escape from this." And so — with FAA permission and direction — the crew dropped in altitude and made numerous turns, but the objects remained.

"They were still following us," Terauchi said, and FAA radar confirmed that at least one object remained despite the maneuvers.

Asked if he was nervous, Terauchi replied, "No, I am the captain. I cannot be nervous."

Asked why he thought the UFOs would tail his plane, Terauchi laughed and replied, "We were carrying Beaujolais, a very famous wine made in France. Maybe they want to drink it."

FAA security manager Jim Derry, who interviewed the crewmen, said they were "normal, professional, rational, (and had) no drug or alcohol involvement."



WHAT PILOT SAW — JAL pilot Kenju Terauchi prepared these illustrations of what he saw when his Boeing 747 encountered strange lights over Alaska last month. In the top picture, Terauchi shows the UFO lights nearly in front of the plane and a close-up of the lights. In the middle, he depicts what the UFO looked like after he glimpsed it in silhouette. The JAL jumbo jet is dwarfed by the huge object. In the bottom drawing, the pilot shows where the UFO first appeared on the plane's radar. (UPI Telephoto)

cr: W. ANDRUS - MUFON

BY JOHN F. SCHUESSLER
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FAILURE TO CONFIRM SIGHTINGS WITH RADAR IS SOMEWHAT COMMON. THIS ARTICLE SHOWS RADAR MISSED THE PLANE IN THE FATAL UTAH CRASH AS IT DID IN THE SAN DIEGO CRASH. ADD TO THIS PROBLEM THE STEALTH CHARACTERISTICS OF UFOS AND FAA RADAR APPEARS USELESS AS A TOOL FOR SIGHTING OR CONFIRMATION.

Radar check fails to back UFO sighting

USA TODAY · WEDNESDAY, JANUARY 7, 1987 · 3A

By Marilyn Adams
USA TODAY

A federal probe of a UFO encounter over Alaska has run out of leads — but UFO buffs remain intrigued.

The Federal Aviation Administration said Tuesday that investigators found no radar recording of a giant object following a Japan Air Lines 747 cargo jet for 500 miles Nov. 17.

The finding means there's no independent evidence of the crew's sighting of a walnut-shaped object the size of two aircraft carriers with wavering, yellow-white lights, traveling with two smaller objects.

Earlier, the agency reported a controller in Anchorage saw two radar images — one for the jet and one for a large object the crew said paralleled them for 55 minutes.

FAA investigators interviewed pilot Kenju Terauchi and his copilot in Anchorage. The jet carried French wine and no passengers.

Analysis of the electronic radar record shows both images are the 747 — one from the FAA radar signal and one from the jet's transponder, FAA spokesman Paul Steucke said.

The Air Force has dismissed a blip on its radar at Elmendorf Air Force Base as "random clutter."

Though the crew is credible, the lack of a radar record "won't make it as strong a case as it was," said Walter Andrus, director of the Mutual UFO Network in Seguin, Texas. Still, "right now we consider this case worthy of a lot of work."

Said Richard Haines, a NASA official who researches UFO sightings in his spare time: "This has some interesting dimensions, but it's a typical encounter."

Said Steucke: "We take the crew's sighting seriously. I think they saw what they saw. What the phenomenon is that created it, we don't know."

Radar didn't detect plane in fatal air collision

Houston Chronicle News Services

KEARNS, Utah — Airport radar did not detect a small plane before it collided with a commuter aircraft, killing all 10 people aboard both planes and showering a residential area with debris, officials said.

Ron Noel, 14, who was outside his home shoveling snow, said, "I heard this whistling noise. I saw the little plane flying south and the big plane flying kind of northeast. The little plane hit it in the side.

"There was no smoke; there was no explosion. It just looked like wood crumpling," the youth said.

Falling wreckage from the twin-engine Skywest Airlines' Fairchild Metroliner and the private plane damaged three houses, but there were no fires and no one on the ground was hurt.

One woman was walking to her bedroom when landing gear smashed through the ceiling, killing her two cats.

"All of a sudden it was just boom! I was four steps away from opening up the door and it hit," said Rebekah Whitelock, 20. "I feel like the Lord kind of watched over me."

The crash, 1987's first U.S. commercial aviation disaster, occurred five months after a small plane collided with an Aeromexico DC-9 as the jetliner was approaching Los Angeles International Airport, killing 82 people.

About 150 elementary school pupils at St. Francis Xavier Roman Catholic School were finishing lunch when the school's front porch was littered with debris from the crash.

"To my knowledge, none of them saw it," the Rev. Louis Fischer said of the youngsters, who were evacuated by bus to a sheriff's office to await their parents.

"I saw a body hit right there," said Floyd Ries, 22, pointing to the church parking lot.

"I ran over to see if she was all right or if there was anything I could do. When I got there, I saw that the only thing holding her together was her clothes."

The crash occurred as the Skywest plane was making its final approach to Salt Lake International Airport from Pocatello, Idaho.

The other plane, a single-engine Mooney M-20 carrying a licensed pilot and a flight instructor, had taken off 26 minutes before the collision from Airport No. 2, a small facility near the crash site.

The Mooney went undetected by either radar or radio at the larger airport's control tower, said Tom Doyle, an assistant air traffic manager at the international airport.

"I don't know where that aircraft was," he said.

"We were in complete control of that Skywest aircraft. He was inbound to the airport and doing exactly what he was supposed to do, from our perspective on radar and voice communication."

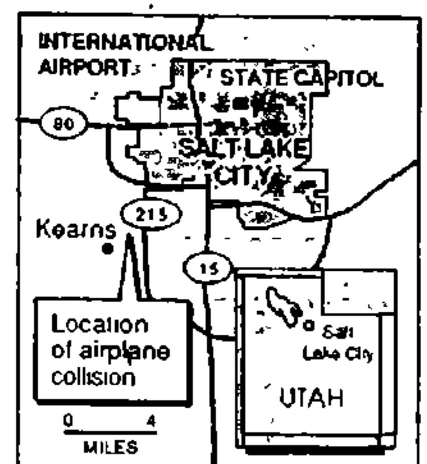
Sheri Casen, a Federal Aviation Administration spokeswoman at the Seattle regional headquarters, also said "there were no other targets observed on the radar" when the twin-engine Skywest aircraft dropped off the screen at 12:56 p.m. MST.

"It shouldn't have happened because everybody on board (the Mooney) was an experienced pilot," said Ron Nelson, base operator at Airport 2.

Aboard the Mooney were pilot Chester Baker and passenger Paul Lietz, an instructor, Nelson said. The identities of the other victims were not immediately released, but Red Cross spokesman Steve Hill said they were two young boys, the two male pilots, one female and three male passengers.

The victims' remains were taken to a makeshift morgue at the church.

FAA officials said the collision occurred at 7,000 feet. When the small plane reached 5,400 feet, it was no longer required to remain in radio contact with Airport No. 2, Nelson said.



Chronicle

The pilot of the small plane may have been on a semi-annual flight review required to maintain his license, he said.

Visibility at the time was 30 miles with a cloud ceiling of 7 000 feet, authorities said.

UFO POTPOURRI

no. 312

10 Tuesday, December 30, 1986
EVENING OBSERVER, Dunkirk-Fredonia, N.Y.

Air Controller Confirms UFO Had Been Trailing Jumbo Jet

By JEFF BERLINER

ANCHORAGE, Alaska (UPI) — An air controller said radar showed a mysterious object following a Japan Air Lines cargo flight at the time the crew reported a UFO with flashing lights trailing the jumbo jet near the Arctic Circle.

All three crewmen on JAL Flight 1628 told Federal Aviation Administration investigators they saw white and yellow lights close to their Boeing 747 on Nov. 17 after they crossed the Arctic Circle 50 miles southeast of Fort Yukon in an over-the-pole flight from Reykjavik, Iceland, to Tokyo via Anchorage.

The FAA released details of the incident Monday when queried by United Press International.

Air Force officials confirmed their radar picked up something near the JAL plane, but Capt. Robert Morris of the Alaska Air Command suggested the UFO was "random clutter or weather interference." Another Air Force spokesman, Sgt. Jack Hokanson, said, "We got out of the UFO business some time ago."

FAA security manager Jim Derry interviewed the three crewmen — Capt. Kenjyu Terauchi, 1st Officer Takanori Tamefuji and Flight Engineer Yoshio Tsukuda — and concluded they were not hallucinating and not on drugs or alcohol and were rational. The weather was clear, the FAA said.

FAA spokesman Paul Steucke said there was no other air traffic along the same little-traveled route that night. Steucke also noted the FAA's electronically recorded radar data did not support the UFO sighting.

But the existence of an unidentified object was confirmed by a report from the night controller in charge of JAL 1628. Steucke said the controller, who was not named, had two years experience.

During the flight, the controller asked Terauchi to identify the craft and then wrote, "He could not identify but reported white and yellow strobes." The lighting was not a normal aircraft marking pattern, the crew said.

In his one-page report, the controller said repeatedly he saw another object on radar staying near the JAL jet despite FAA-approved turns and altitude changes. The object was as close as 5 miles, the controller wrote.

According to the FAA account, the pilot contacted Anchorage controllers about planes in the area at 6:19 p.m., reporting the UFO 1 mile away from his plane. At 6:25, the crew reported it 8 miles away.

At 6:26, the FAA contacted the Military Operations Control Center at Elmendorf Air Force Base in Anchorage to find out if the UFO appeared on its radar. Military radar-watchers reported an object 8 miles from the JAL jet, but one minute later they told the FAA the object no longer appeared on radar.

At 6:31, the JAL crew told the FAA the unidentified object was "quite big" and the FAA directed the crew to drop from 35,000 feet to 31,000 feet.

"When asked if the traffic (the UFO) was descending also, the pilot stated it was descending in 'in formation.'"

At 6:35, Fairbanks controllers were asked for assistance, but reported nothing unusual on radar.

Anchorage controllers directed the JAL plane to make a 360-degree turn, and the crew reported they no longer saw the lights, but Air Force officials told the FAA they saw a "flight of two" and "advised it looked as though the (unidentified) traffic had dropped back and to the right" of JAL 1628.

At 6:45, the FAA asked a northbound United Airlines flight to make a 10-degree turn to better see the JAL plane to confirm the existence of the UFO — which the crew was then reporting 8 miles away and nearly behind them. That was their last sighting. The United crew reported seeing nothing out of the ordinary. Nor did a military C-130 the FAA asked to help.

Steucke said the FAA has drawn no conclusion about the incident.

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ST LOUIS POST DISPATCH 1/13/87 CR T. TAWASI

Japanese Pilot Reports Second UFO

ANCHORAGE, Alaska (AP) — For the second time in two months, a Japan Air Lines pilot has reported spotting an unidentified object that seemed to be flying near his cargo jet over central Alaska.

Capt. Kenjyu Terauchi reported his second sighting Sunday on a cargo flight to a refueling stop in Anchorage from London, said Paul Steucke, a spokesman for the Federal Aviation Administration.

Terauchi's co-pilot reported seeing the lights, Steucke said, but the flight engineer, who sits farther back in the Boeing 747 cockpit, "indicated he was uncertain whether he saw any lights at all."

On Nov. 17, Terauchi reported that two bright objects and a third object as wide as two aircraft carriers placed end-to-end followed his plane for more than 300 miles as it flew to Anchorage from Iceland.

"We asked him point-blank if this was like the Nov. 17 sighting, and he said, 'No, no, there's no similarity between the two,'" Steucke said.

Terauchi said he had seen the lights twice Sunday, once for about 20 minutes and again for about 10 minutes as his plane flew at 37,000 feet. He notified an air traffic controller in Anchorage of the sighting.

"His statement to the controller was 'irregular lights, looks like a spaceship,'" Steucke said.

Unlike the lights that he reported in November, which seemed to stay with him even when he took evasive action, the lights seen Sunday appeared to approach from the front of the plane, went beneath it and reappeared to the rear.

In the incident Nov. 17, air traffic controllers spotted what they believed was a split image of the aircraft caused by a minor problem with the plane's radar transponder, Steucke said earlier. It was a coincidence that the split image was located where Terauchi reported seeing the objects, he said.

The armed services also dismissed the blip seen in the earlier incident, calling it radar clutter.

ST LOUIS POST DISPATCH 1/1/87 CR J. GURNEY

Jet Pilot Reports 3 UFOs Over Arctic

ANCHORAGE, Alaska (UPI) — A veteran pilot says three unidentified flying objects — two small ones and one twice the size of an aircraft carrier — trailed his Japan Air Lines cargo jet for 400 miles across the Arctic.

"It was unbelievable," said the pilot, Kenju Terauchi, when interviewed Tuesday.

He acknowledged that some of his colleagues doubted what he, his co-pilot and flight engineer say they saw on Nov. 17 as they flew the 400 miles across northeastern Alaska on a trip from Iceland to Anchorage.

The crewmen of the plane — JAL Flight 1628 — reported seeing flashing lights trailing their jet. The Federal Aviation Administration interviewed the three in Anchorage, and the plane later went on to Tokyo.

FAA officials confirmed Monday that the controller who handled Flight 1628 had seen a mysterious object behind the jet on his radar. Air Force officials at the Alaska Air Command said their radar had picked up something near the JAL plane.

On Tuesday, Terauchi, 47, said that he had seen three UFOs and that at one point, lights from the two smaller ones had appeared directly in front of the Boeing 747's cockpit at close range.

Terauchi referred to the objects as "the two small ships and the mother ship," and expressed amazement that they had disappeared, reappeared, moved quickly and stopped suddenly.

Terauchi repeatedly said the object that appeared on FAA and Air Force radar had been "a very big one — two times bigger than an aircraft carrier."

The smaller UFOs did not appear on his radar, he said. Nor were additional objects picked up on radar by the FAA or the Air Force.

The crew was not frightened, Terauchi said. He described their feeling as, "We want to escape from this." With permission and direction from the FAA, the crew dropped in altitude and made many turns, but the objects remained.

"They were still following us," Terauchi said, and FAA radar confirmed that at least one object remained despite the maneuvers.

FAA security manager Jim Derry interviewed the crewmen and said they were "normal, professional, rational, (and had) no drug or alcohol involvement."

FAA flight control reports indicate that the mysterious object stayed with Flight 1628 for at least 32 minutes. The flight controller directing the JAL plane reported the object on his radar as close as 5 miles to the jet.

ST LOUIS POST DISPATCH 1/4/87 CR. J. GURNEY

Report Of UFO Worth Second Look

ANCHORAGE, Alaska (UPI) — The Federal Aviation Administration has reopened its inquiry into reports of UFOs over Alaska from the crew of a Japan Air Lines Boeing 747, an FAA spokesman said Saturday.

FAA investigators interviewed Capt. Kenju Terauchi, the pilot, for a second time Friday and are reviewing all radar records from the evening of Nov. 17. That night, an unexplained blip appeared on radar screens as the JAL crew reported seeing mysterious lights.

"The reason we're exploring it is that it was a violation of airspace," FAA spokesman Paul Steucke said. "That may sound strange, but that's what it was."

Last week, when news of the sighting surfaced, the FAA said that it was no longer investigating the incident. But Stuecke said the regional director of the FAA had ordered a review of the case Friday.

The object was reported to have appeared on radar screens of the Anchorage Air Route Traffic Control Center, the Alaska Air Command at Elmendorf Air Force Base and the cockpit of the JAL cargo plane.

In an interview Friday with two FAA investigators, the pilot said the three-man crew had seen strange white, yellow and amber lights in the plane's flight path for six minutes before they called air-traffic controllers.

He told the FAA that the crew had turned off cockpit lights, checked navigational equipment and taken several steps to eliminate possible causes of the lights they saw.

Terauchi, a veteran pilot with 29 years experience, said only one object had appeared on radar. But he said he believed that there had been two small, brightly lit objects and one enormous object, perhaps as big as two aircraft carriers.

Steucke said the Air Force no longer had a record of its radar from that night. The FAA radar records are being reconstructed.

INTERNATIONAL UFO REPORTER

MARCH/APRIL 1987
VOLUME 12, NUMBER 2

The JAL incident: a special issue

The fantastic flight of JAL1628

by Bruce Maccabee

Bruce Maccabee, PhD., an optical physicist employed by the Naval Surface Weapons Laboratory, is one of the most respected figures in ufology. *A frequent contributor to IUR, he heads the Fund for UFO Research.*

In mid-October 1986 Capt. Kenju Terauchi was excited to learn of a special Japan Airlines flight from Paris to Anchorage and then to Tokyo. It was to carry a cargo of French wine. There would be an intermediate stop at Reykjavik, Iceland.

When the flight began on November 16, he and two other JAL flight crew members were passengers. The plane landed in Iceland and waited for good weather. The next day the plane took off with Capt. Terauchi and his crew of two. They headed north. A bright moon helped with visibility for the night flight over Greenland, but as the plane continued over northern Canada the moon set behind them. When the plane reached a location called Shingle Point the sky ahead was dark except for an afterglow of sunset in the west. The plane reported its position to Edmonton Flight Control Center and continued on across the Canada-Alaska border, where it made history.

Although this wasn't a routine flight, it certainly was not supposed to be a newsworthy event. But something happened over Alaska which caught the attention of the world and for several days in late December and early January 1987. Virtually every newspaper carried a story about what Capt. Terauchi and his crew saw over Alaska. This is the story of that sighting as told to the Federal Aviation Administration by the crew members and flight controllers on the ground.

Unidentifiable lights

It was about 11 minutes past five on the late afternoon of November 17 (local time), while Japan Airlines flight 1628 was high over the frozen northeastern part of Alaska, that Capt. Terauchi first realized that the lights to the left and below were unusual. He had first noticed them about a minute earlier while his plane was turning to the left. After watching them for a short time he decided that they were lights of "special missioned aircrafts or two fighters" on some mission. He decided to ignore them. But "the position of the lights had not changed even after a few minutes and that called our attention." The lights appeared to be traveling along with his plane.[1,2]

At that time the Boeing 747 freighter was operating on autopilot and heading southwestward (a heading of about 215°) at an altitude of 35,000 feet.[3] The sky to the right had the afterglow of sunset, but ahead and to the left it was very dark.

The *Anchorage Air Route Traffic Control Center* (AARTCC) had called the plane just about two minutes earlier, at 5:09:20[4,5] (20 seconds past 5:09 P.M.) to report the initial radar contact with the plane, which at that time was about 90 nautical miles (nm) northeast of Fort Yukon. (1 nm = 1.15 statute miles = 1.85 km.) The flight *controller had asked the plane to head directly toward an air route* reporting point called Talkeetna, after the small Alaskan town nearby (and not far from Mount McKinley).[4] In doing so the plane would pass south of Fort Yukon and Anchorage. The copilot, who handled the airplane communications, acknowledged the AARTCC request and then turned the plane to the left ("left rotation") about 15° to a heading of 215°. It was during this turn that Capt. Terauchi, sitting on the left side of the plane, first saw unidentifiable lights "ahead of the rotation."[2] (See Figure 1.)

After the plane leveled out he observed "lights that looked like aircraft lights, 30 degrees left front, 2,000 feet below us, moving exactly in the same direction and with the same speed as we were." At that time the plane was flying at about 525 knots (nautical miles per hour) ground speed (972 km/hr or about 605 mph) according to the tracking data.[3] Subsequently the speed decreased to about 500 kts.

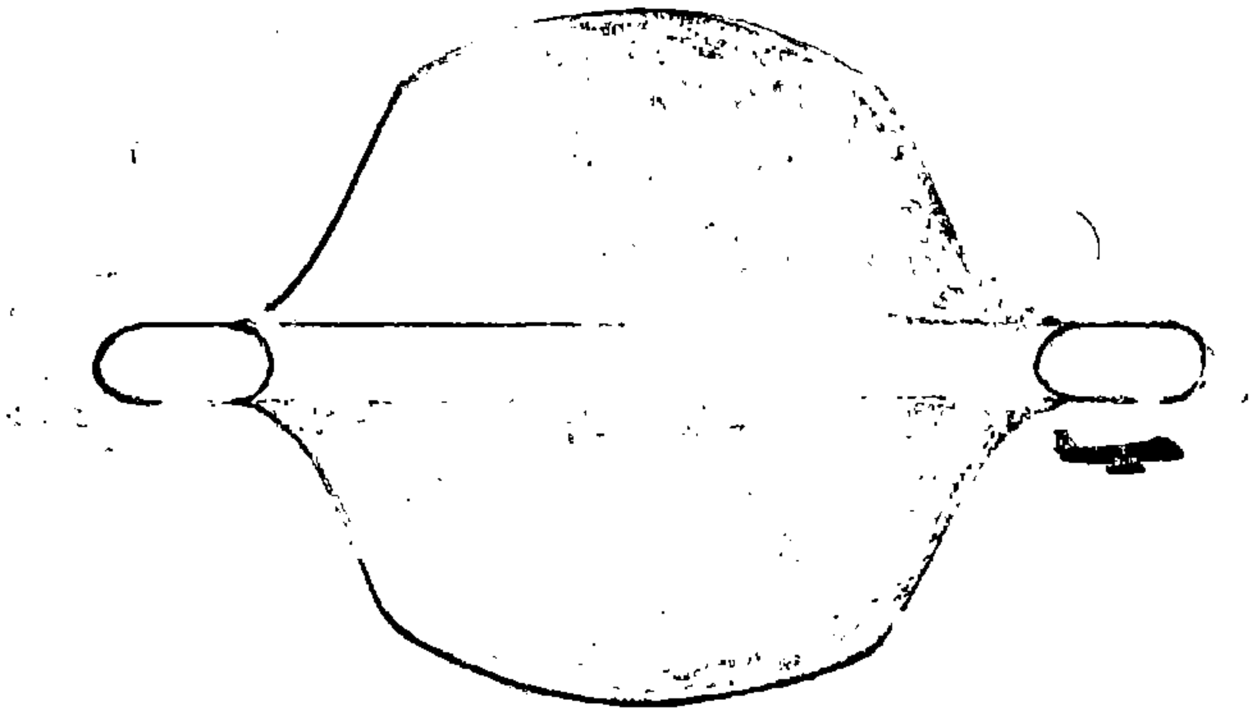
It is important to note the pilot's statement of his belief that the lights were 2,000 feet below him. He could not know how far below the lights were just from his visual sighting. (To determine the distance below he would have to know the exact depression angle and the distance to the lights.) Nevertheless his statement indicates that his sighting line to the lights had a noticeable depression angle (the depression angle is the angle below horizontal). At 35,000 feet the horizon distance is about 214 nm so the depression angle to the horizon is about 1.5°, which is hardly noticeable. The pilot's statement therefore implies that the lights appeared below his horizon, i.e., between himself and the ground, thus ruling out any astronomical source for the lights.

The captain's initial reaction to the lights was to ignore them "thinking probably they were special missioned aircrafts [sic] or two fighters,"[2] probably military aircraft from one of the nearby Air Force bases (Eielson or Elmendorf). But "the position of the lights had not changed even after a few minutes and that called our attention."[2] The lights of these "two aircrafts" stayed at the left for a while and then the unbelievable happened.[6]

"Traffic in front of us"

"It was about seven or so minutes since we began paying attention to the lights [when], most unexpectedly, two spaceships stopped in front of our face, shooting off lights. The inside cockpit shined brightly and I felt warm in the face."

What the captain saw suddenly appear ahead of him and to the left is illustrated in Figure 2, which was drawn only a few hours after the incident.[7] He saw two pairs of nearly rectangular arrays of lights, one pair above the other. The pilot believed that the "two aircrafts"



that he had seen previously at the left had "immediately," apparently within a matter of seconds, moved from the far left to a location nearly in front of his jet. In his written testimony Terauchi has speculated that the "spaceships" fired jets to "kill the inertia [actually momentum] of their high speed maneuver." After this maneuver, from the left of the plane to the front, "the ships appeared as if they were stopped in one place in front of us. Then three to seven seconds later a fire like from jet engines stopped and became a small circle of lights as they began to fly in level flight at the same speed as we were, showing numerous numbers of exhaust pipes. However, the center area of the ship where below an engine might be was invisible. [From] the middle of the body of the ship sparked an occasionally [sic] stream of lights, like a charcoal fire, from right to left and from left to right. Its shape was square, flying 500 feet to 1,000 feet in front of us, very slightly higher in altitude than us. Its size was about the same size as the body of a DC-8 jet, and with numerous exhaust pipes."

In retrospect the pilot speculates that the "firing of the exhaust jets varied, perhaps to maintain balance. Some became stronger than others and some became weaker than others, but [they] seemed controlled automatically."(2) At the time of this startling appearance the pilot "did not feel threatened or in danger because the spaceship moved so suddenly. We probably would have felt more in danger and would have been prepared to escape if the spaceships were shaking unsteadily or were unable to stop themselves." The pilot concluded that he had been looking at something *really* unusual because, in his words, "it is impossible for any man made machine to make a sudden appearance in front of a jumbo jet that is flying 910 kilometers per hour and to move along in a formation paralleling our aircraft."(2)

After this sudden appearance in front of the jet the lights moved in formation with the jet for three to five minutes and then abruptly rearranged their orientation from one above the other to side-by-side. (See Figure 3.)(7)

The lights were like flames coming out of multiple rocket exhaust ports arranged in two rectangular arrays, according to the captain's drawings (Figures 2 and 3). He compared them to "output exhaust" like the "Challenger [as it took off]."(1) He described the colors as "amber and whitish." He stated that the "numerous lights" were "exhausts on the engines" which were "lined up all the way." (See Figures 2, 3, 4.) When "they were blasting recoil [the] jets [were] so strong that I could not see [the individual lights and their arrangement] because it was so bright." However, "once the recoil blast stopped the speed was absolutely steady, not faster, not slower, and I could see them [the individual lights or exhaust ports] very clearly."(1) Besides the lights of the "exhaust ports" the captain also reported seeing "sparks, like a fire when using gasoline or carbon fuel."

The copilot, Takanori Tamefuji, compared the numerous lights of flames to "Christmas assorted" lights with a "salmon" color.(9) He said, "I remember red or orange, and a white landing light, just like a landing light. And weak green, ah, blinking." The intensity wasn't constant but rather it pulsated: "became stronger, became weaker, became stronger, became weaker, different from strobe lights" which have very quick bright flashes. The lights were "swinging" in unison as if there were "very good formation flight...close [formation]" of two aircraft flying side by side. He had no doubt that he was seeing some sort of aerial object or objects just ahead and to the left of the airplane. He compared the clarity of the lights to seeing "night flight

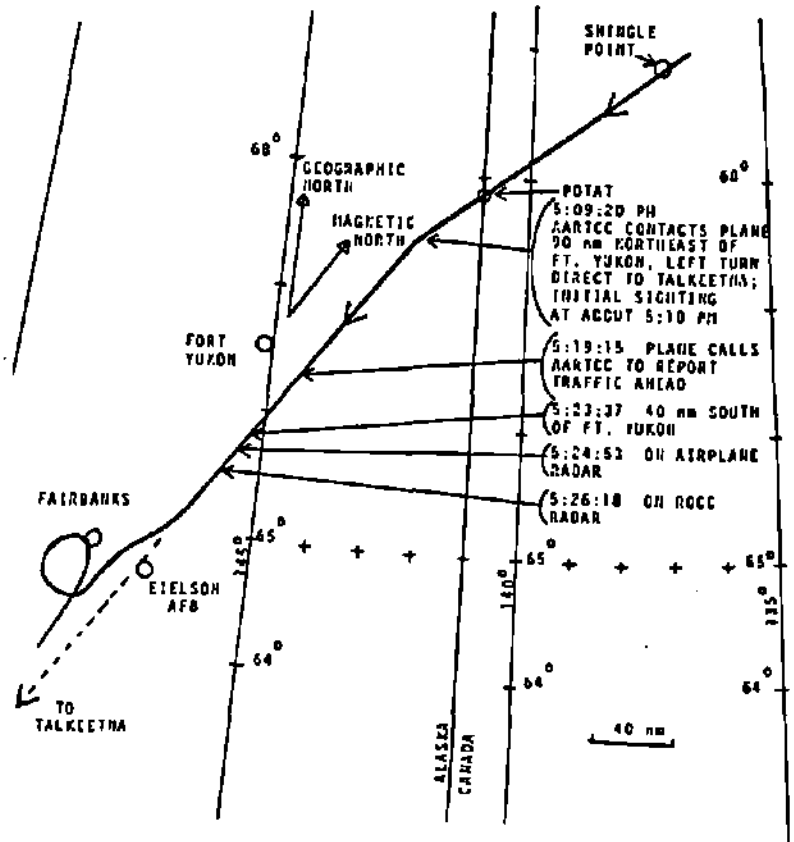


Figure 1: *Flight track of JAL1628*

head-on traffic" at which time it is only possible to see the lights on the approaching aircraft and "we cannot see the total shape."

Upon seeing the lights he first thought he was seeing "two small aircraft." But they were "very strange" because there were "too many lights" and "it was so luminous." Subsequently he had the feeling that "it was larger than normal aircraft." He thought the lights were "a little bit lower" than the altitude of the plane, while Capt. Terauchi recalled that the lights might have been a bit higher. Tamefuji pointed out that "it is very difficult" to judge the altitude of "head-on traffic." He summarized his impressions by saying, "I'm sure I saw something. It was clear enough to make me believe that there was an oncoming aircraft."[9] Of course, these "aircraft" were not oncoming. Instead, they were matching exactly the speed of the 747 jet.

According to the captain's drawing, the two rectangular arrays of lights associated with either of the "aircraft" were separated by a narrow rectangular dark area (see Figures 2, 3, 4). The copilot's drawing was similar.[9] The arrays were "swinging" or rocking to the left and right as if they were rigidly bound together and rotating back and forth about a central pivot point within the dark region.[8]

The flight engineer, Yoshio Tsukuba, who was sitting behind the copilot and thus had a poorer view of the lights than either the pilot or copilot, recalled that when he first saw them he was looking "through the L1 window at the 11 o'clock position" (about 30° to the left of straight ahead) and he saw "clusters of lights undulating."[10] The clusters were "made of two parts...shaped like windows of an airplane" (i.e., arranged in square or rectangular clusters). He emphasized that "the lights in front of us were different from town lights." He described the colors as white or amber.

Apparently having clusters of blinking, undulating and rotating ("swinging") lights nearly in front of their plane was too much for the crew. After discussing the situation over the next 60 seconds or so they decided to try to find out what was going on. Mr. Tamefuji, who was the "voice" of the aircraft, called the AARTCC. It was now about nine minutes since Capt. Terauchi had first noticed lights on "two aircrafts" at the left of his plane and it was probably only about a minute after the "spaceships" had abruptly appeared nearly in front of the jet where they could be seen by the whole crew. At the time of the call the two "ships" were still traveling one above the other (Figure 2).

Times listed below are minutes and seconds after 5:00 P.M., Alaska Standard Time, November 17, 1986. JAL1628 is the plane and AARTCC is Anchorage flight control.[11]

5:19:15 **JAL1628** Anchorage Center, Japan Air 1628, ah, do you have any traffic, ah, seven *(eleven?)* o'clock above?

5:19:24 **AARTCC** JAL 1628 heavy, say again...

5:19:28 **JAL1628** Do you have any traffic in front of us?

It appears that Tamefuji's reference to "seven" o'clock in the first tape recorded statement above is erroneous, on the part of either the copilot or the person who transcribed the conversations. Seven o'clock, which is a direction nearly 150° to the left of straight ahead, is nearly in back of the plane where the copilot could not see anything. Probably the statement should read "eleven o'clock above." It is interesting to note that the copilot used the term "above" suggest-

ing that the "traffic" was higher than his aircraft. This is consistent with the pilot's subsequent recollection that the "ships" were "very slightly higher in altitude above us."[2]

5:19:32 **AARTCC** JAL1628 heavy, roger.

5:19:36 **JAL1628** Ah, roger and, ah, we [have] in sight, ah, two traffic [sic], ah, in front of us one mile about.

At the time of the event copilot Tamefuji estimated the distance to the lights as being about one mile, which is quite a bit greater than the "500 to 1000 feet" that Capt. Terauchi recalled in his testimony written about a month and a half later.[2]

5:19:49 **AARTCC** JAL1628, roger, do you have, ah, can you identify the aircraft?

5:19:58 **JAL1628** Ah, we are not sure, but we have traffic in sight now.

5:20:04 **AARTCC** JAL1628 heavy, roger. Maintain visual contact with your traffic and, ah, can you say the altitude of the traffic?

5:20:14 **JAL1628** Uh, almost[4] [at] the same altitude.

5:20:21 **AARTCC** JAL1628, roger. Would you like a higher or lower altitude?

5:20:27 **JAL1628** Ah, no, negative. JAL1628.

About a minute elapsed and then the AARTCC tried again to learn the identity of the "traffic."

5:21:19 **AARTCC** JAL1628 heavy, see if you are able to identify the type of aircraft, ah, and see if you can tell whether it's military or civilian.

5:21:35 **JAL1628** JAL1628. We cannot identify the type, ah, but we can see, ah, navigation lights and, ah, strobe lights.

5:21:48 **AARTCC** Roger, sir. Say the color of the strobe and beacon lights.

5:21:56 **JAL1628** The color is, ah, white and yellow, I think.

5:22:03 **AARTCC** White and yellow. Thank you.

The reference to "navigation lights and strobe lights" is consistent with the subsequent testimony that the crew were seeing both steady (like navigation) and pulsating or flashing (like strobe) lights. The colors, white and yellow, are not the conventional colors (red, white, green) for aircraft lights but they might be consistent with the color of "rocket exhaust" which is what Terauchi compared them to in his interview and testimony.[1,2]

By this time the personnel of the AARTCC were aware of the JAL report of traffic. The watch supervisor entered the following into the Daily Record of Facility Operation:

Daily Record, 5:21 P.M. JL1628, HB747, BIKF-ANC reported traffic at his altitude (FL350) one mile with a white and yellow strobe. AAL ROC and EDF ROCC notified. No known traffic identified.

It should be noted that in the above statement the reference to Alaskan Airlines Regional Operations Center should probably have been JAL ROC. Also, the Elmendorf (EDF) Regional Operational Control Center (ROCC) was not actually contacted until 5:23 P.M.

After flying in a one-above-the-other orientation for several minutes the "two ships" changed their relative positions. The captain recalls, "the ships moved in formation for about three to five minutes [and] then the ships moved forward in a line, again slightly higher in altitude as [sic] we were, 40 degrees to our left. We did not report this action to the Anchorage Center. Honestly, we were simply breathtaken." (See figure 3.)

At some time while the arrays of lights were ahead and to the left, Capt. Terauchi decided to take a picture of them. He asked Tsukuba to get the camera. This incident helped Tsukuba later to remember how long the lights had been in front of the plane. He recalled during the interview,[10] "I think I saw it for about 10 minutes after I sighted it the first time. The reason is because the captain wanted to take pictures. His camera bag was placed behind his seat, beside mine, and I handed it to him. But he could not take pictures, so I placed his camera bag beside my seat again. So I think about 10 minutes."

When asked why the captain couldn't take pictures, Tsukuba responded, "Well, his camera is Alpha 7,000, with film ASA 100. He could not operate it well. I mean the operating procedure of the camera was not understood well."

The captain recalls the attempt at photographing the lights as follows:[2] "I thought perhaps it is one of those things called UFO and taking a photo might help to identify the object later. I asked to bring forward my camera bag that was placed in the rear of the cockpit and began to take a picture. The area in which the plane was flying was unchanged but the lights were still moving strangely. I had ASA 100 film in my camera but the lens kept adjusting and never could set a focus. I changed auto-focus to manual-focus and pressed the shutter but this time the shutter would not close. Then our aircraft began to vibrate and I gave up taking a photo. I placed my camera back in the camera bag and concentrated on observing the lights."

After learning the color of the strobe lights, the AARTCC began to ask about flying conditions ("normal") and clouds ("below us"). It took from 5:22:11 to 5:23:05, or about a minute, for the AARTCC to get an answer about the clouds because of interference with the radio transmissions. At 5:22:41 the AARTCC told the plane the transmissions were "garbled" and asked it to change transmitting frequencies. In his testimony the pilot recalled the several requests for cloud altitude: "They also asked us several times if there were clouds near our altitudes [sic]. We saw thin and spotty clouds near the mountain below us, no clouds in mid-to-upper air, and the air current was quite steady."[2] The repeated questions about clouds caused Terauchi to wonder why the controller was so interested in clouds. He speculated, "Perhaps the controllers were concerned that an increased use of improved lazer [sic] beams using [illuminating] clouds was creating moving images."

The pilot also remembered the communication problem: "The VHF communication(s), both in transmitting and receiving, were extremely difficult for 10 to 15 minutes while the little ships came close to us and often interfered with communication from Anchorage

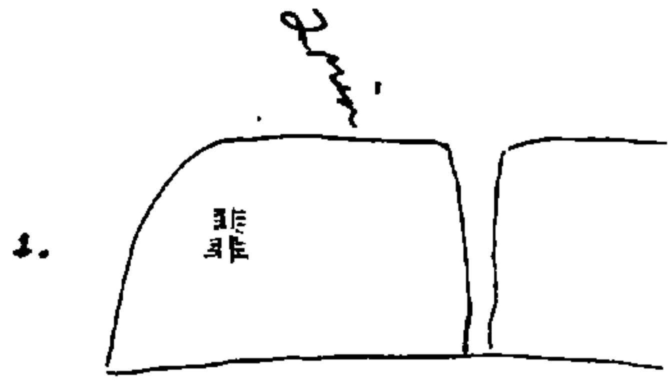


Figure 2: *Original drawing by Capt. Terauchi of the "two spaceships" in front of JAL1628. Objects were situated one above the other for two minutes.*

Center. However, communication conditions became as [sic] good as soon as the ships left us. There were no abnormalities in the equipment or the aircraft."[2] When he was interviewed the captain was asked to describe the type of interference he heard. He described the interference as "some kind of, like, ah, jamming...it was just a noise, sounded like zaa,zaa"[1]. The communications capability, was he said, two out of five possible levels (5, 4, 3, 2, 1) with five being perfectly clear.[1] Normally communications with a plane in that area would be good.

Radar contact

Shortly after the copilot told the AARTCC, at 5:23:05, that the clouds were "below us", he reported a new, sudden event:

5:23:13 JAL1628 And now the target, ah, traffic is extinguished. We cannot see [it] now.

5:23:19 AARTCC JAL1628 roger. And I'm not receiving any radar replies.

It was probably at this time that the "two ships" which had been quite close to the plane since 5:18 or 5:19 P.M. suddenly moved farther away to the left. Looking to the left, the captain could now see that "there was a pale white flat light on [sic] the direction where the ships flew away, moving in a line along with us, in [sic] the same direction and same speed and in [sic] the same altitude as we were."[2]

About this time the AARTCC controller decided to find out if the Air Force at Elmendorf Regional Operational Control Center had anything on its radar.

5:23:35 AARTCC [To the ROCC] Could you look approximately forty miles south of Fort Yukon? There should be [JAL 1628] up there. Can you tell me [if] you see primary target about his position?

It took the ROCC radar operator about two minutes to answer the question. In the meantime significant events occurred aboard the plane and at the AARTCC.

It was now about 14 1/2 minutes since Capt. Terauchi had first seen lights traveling along with his plane, about six to seven minutes since the lights had appeared abruptly in front of the plane, and only a minute or so since the "ships" quickly moved away from the JAL jet, apparently in the direction of the "flat pale white light"[2] which the captain described as like "two white fluorescent-like lights."[12] His drawing[7] (see Figure 5) indicates that the lights were horizontally oriented and spaced apart, like two fluorescent tube lights with a large dark gap between them. At this time in the flight he could only see the two white lights. He was not sure whether the two "ships" had become pale white lights after they moved away from the jet, or if the white lights were something entirely different. (Later in the flight he could see the outline of a large shape connecting the lights. After seeing the outline the captain had the impression that the distant lights were on a very large "mothership" and that the two small "ships" had traveled over to the "mothership."[1]) It was difficult for the other crew members to see the pale lights through the left window and they didn't try to describe any particular orientation or shape to the lights. They did, however, agree that there were some lights at the left where the pilot indicated.

Up to this time the AARTCC had not acknowledged the detection of any anomalous target on the ground radar. Terauchi recalled his feelings at the time: "We [had earlier] said we could see a light in the 10 o'clock position [i.e., about 60° to the left] at the same altitude and wondered if they could see anything on their radar. The Anchorage Center replied that they could see nothing on their radar." (See the responses from the AARTCC at 5:19:32 and particularly at 5:23:19.) Copilot Tamefuji recalled that, even though the lights were now farther away, the captain decided to "search the object by the radar."[9]

Terauchi wrote,[2] "I thought it would be impossible to find anything on an aircraft radar if a large ground radar did not show anything, but I judged the distance of the object visually and it was not very far. I set the digital weather radar distance in [sic] 20 [nautical] miles, radar angle to horizon [i.e., no depression angle]. There it was on the screen. A large green and a [sic] round object had appeared in [sic] seven or eight miles [13 km to 15 km] away, where the direction of the object was. We reported to Anchorage

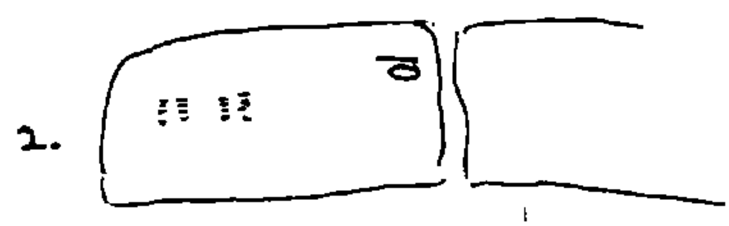


Figure 3: *Second relative orientation of "spaceships." Objects were side by side for 10 minutes.*

Center that our radar caught the object within seven or eight miles in [the] 10 o'clock position. We asked if they could catch it on the ground radar but it did not seem they could catch it at all."[2] During the January interview Terauchi recalled that the radar detection occurred about 15 minutes after he first saw the lights, i.e., at about 5:25:00 PM.[1] He was not far off.

5:24:50 **AARTCC** JAL1628 do you still have, ah visual contact with the, ah, traffic?

5:24:53 **JAL1628** Affirmative. Also,[4] we [have] radar contact, ah...[unintelligible; broken transmission]

5:25:02 **AARTCC** JAL1628 heavy, roger, sir. I'm picking up a hit on the radar aproximately five miles in trail of your six o'clock position [behind the plane]. Do you concur?

5:25:12 **JAL1628** Ah, negative, ah, 11 o'clock, ah, eight miles, ah, same level over.

A month and a half afterward the captain had not remembered the direction accurately (he recalled 10 o'clock instead of 11 o'clock) but he had recalled the range correctly.

Flight Engineer Tskuba recalled seeing on the radar screen at "about 10 miles" a "green dot like, not exactly a dot. It was not a dot, but a stream like." He did "not think it [the target on the radar] was the same lights as the one [sic] I saw in front of us." Here the engineer is referring to the visual difference between the two bright "ships" which had been nearly in front of the aircraft and the pale whitish light of the "mothership." Tsukuba described this "second" light as "very difficult to see" and "vague," although he did indicate that he saw it for "a total of 30 minutes."[10]

According to Tsukuba (and also the pilot and copilot) there was no problem with internal cockpit lights reflecting off the windows since the internal lights had all been turned off (except dim instrument lights). Tsukuba was sure that the "mothership" light was indeed outside the aircraft. But it was sufficiently indistinct and "hard to see" from his seat on the right side of the jet that he was

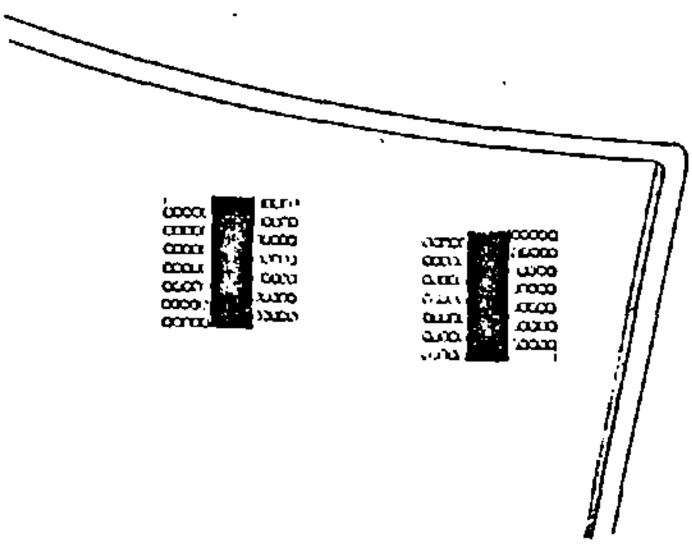


Figure 4: *The "spaceships" as seen through cockpit window*

Figure 5A: *Capt. Terauchi's November 17 drawing of two flat pale lights and the "silhouette of a gigantic spaceship"*

Figure 5B: *Capt. Terauchi's map of the track of the aircraft with numbers indicating locations of the plane when the "traffic" appeared as illustrated in Figures 2 (#1), 3 (#2) and 5A (#3)*

"not certain whether it was lights of a distant town or a strange object."[10] He reported that the weather was clear and that none of his instruments showed any disturbances.

Copilot Tamefuji recalled that the radar echo was "just like other traffic, but, ah, I thought a little bit large." He said the radar target echo was green and at a distance of seven to eight (nautical) miles. He had "many experiences before in checking oncoming aircrafts on a radar" and in his opinion the radar echo was similar to a conventional aircraft echo.

The captain drew a picture of the radar echo during the interview on November 17.[7] (See Figure 6.) The drawing shows a large dot with a line through it suggesting that whatever was reflecting the radar was quite large. In commenting on the echo the captain pointed out that "normally it appears in red when an aircraft radar catches another aircraft" whereas green is usually the color of a weak weather target such as a cloud. The fact that the echo was green on the radar screen led him to ask whether or not the "metal used in the spaceship is different from ours."[2] One might also speculate on the use of radar signature reduction techniques generally classified as "stealth."

The radar echo remained on the screen for an undetermined length of time, but probably for no more than several minutes. "While we were communicating with Anchorage Center," the captain said, the two pale white lights gradually moved to the left side and to [the] left diagonally back 30 degrees as if they understood our conversation and then when they were beside our aircraft [i.e., at about the nine o'clock position or 90° to the left] they totally disappeared from our radar."[2] This is to be expected since the forward-looking weather radar does not sweep left and right to angles larger than 90°.

While the "mothership" lights were dropping back to the left and the radar echo was going off the screen, the Air Force and the AARTCC were having their own radar detections. At 5:25:43, after spending about two minutes looking, the ROCC radar controller reported back to the AARTCC that he was getting some "surge primary return." By this he meant an occasional radar echo unaccompanied by a transponder signal. (A transponder is a transmitter on an airplane which sends out a coded signal in response to a signal from the ground station.) The ROCC controller added, "I don't know if it's erroneous or whatever, but..." The AARTCC responded:

5:25:50 **AARTCC** Negative, its not erroneous. I want you to keep a good track on there and if you pick up a [transponder signal] and verify that you do not have any [military] aircraft operating in that area.

5:25:57 **ROCC** That is affirm[ative]. We do not have anybody up there right now. Can you give me the position of the primary you're receiving?

5:26:03 **AARTCC** "I'm picking up a primary approximately 50 miles southeast.[4] But it's[4] right in front of the [JAL1628].

Unfortunately the AARTCC controller did not say what the primary return was southeast of. He may have meant southeast of Fort Yukon, since it was displayed on the radar screen. At this time the plane was about 60 nm south southwest, relative to *geographic* north, of Fort Yukon. But with respect to *magnetic north* (which is used on air route maps), the plane was southeast of Fort Yukon. (The reason for this difference in direction is that in that area of Alaska magnetic north has a deviation of about 30° clockwise from true geographic north.)

The conversation continued as follows:

5:26:13 **ROCC** *OK. I've got him his about...*

5:26:15 **AARTCC** Eight miles in front of the [JAL1628] he's got traffic at the same altitude [35,000 feet].

5:26:18 **ROCC** OK. I've got him about his, ah, oh, it looks like about, ah, 10 o'clock at about that range, yes.

It appeared that the ROCC radar set was showing a "primary return" at the approximate location reported by the pilot. The AARTCC then asked the ROCC to check on any military flights in the area around the plane and ended the conversation at 5:26:35.

About a minute later AARTCC called ROCC to report that the "target in front of the [JAL1628][4] is an unknown to us." ROCC responded *(5:27:53)*, "OK. We've lost contact with it now." The AARTCC controller then went on to say, "OK. We're not working that aircraft [meaning the unknown target] in the ... [unintelligible].. well, the aircraft [JAL1628] still has visual contact only he can't identify the [unknown] aircraft. He believes it has white and yellow strobes." To this the ROCC controller responded *(5:28:04)*, "OK. I'm still not, I, we lost contact on him. I don't see him at all." In other words, there was no longer an unknown primary return on the ROCC radar display.

During this conversation the flight was continuing along a straight line heading of about 215° (southwestward) toward Talkeetna. The unusual lights were at the left side. The captain recalled, "When they were in front of us they were position[ed] slightly higher in altitude than we were, but now they placed themselves slightly below the horizon where it was most difficult to see. The distance between us was still about seven miles to eight miles visually." The airplane radar no longer showed a radar echo since the lights were too far to the left.[7]

Many minutes earlier, when the sighting began (about 5:10 P.M.), Fort Yukon was at the right side of the plane. The captain recalled the lighting conditions of the sky at the time: "When we started to see Fort Yukon diagonally below us at the right the sun was setting down in the Southwest, painting the sky in a slightly red stripe, approximately two to three millimeters (at arms length?) and gave a bit of light but the east was still pitch dark."

A calculation of the angular elevation and azimuth of the sun shows that at the time of the sighting the sun was about 15° *below* the horizon, from ground level, and was at an azimuth of about 270°, or due west. This would place it below the horizon and about 55° to the right of straight ahead of the plane. Thus the astronomical calculation shows that the captain was incorrect in referring to the sunset direction as "southwest" although. The calculation is, however, consistent with the claim of the captain and crew that the sun had set and that there was a thin reddish stripe just at the horizon to the right of straight ahead.

Under these conditions the sky to the left of the plane would have been very dark and stars would have been visible. The nearly full moon, which had lighted the sky while the plane was over Greenland, was now well behind the plane at an azimuth of about 50° and an elevation of about 10°. Two planets were visible above the horizon in the southeast: Jupiter at an azimuth of about 140° and an elevation of somewhat more than 11° and Mars at about the same azimuth but only several degrees above the horizon. Jupiter was quite bright and Mars was much dimmer than Jupiter. Jupiter and Mars were 70° *to the left of straight ahead as the plane flew southwestward.*

By the time that the "small ships" had moved away from the aircraft and the ROCC had detected some "surge primary return" near the jet, the sun was several more degrees below the horizon, the sky in the southeast was darker and the plane was well south of Fort Yukon. The captain picks up the narrative: "Far in front of us there were lights increasing from the U.S. Military Eielson Air Force Base and Fairbanks." Each was about 40 miles away at this time. "The lights were still following us at exactly the same distance. However, it was too dark to identify by only the lights whether or not they were the same spaceships that were flying in front of us a few minutes ago. It seemed that we were flying in the lighter side and gave them the advantage of being on the dark side."

That is, from the viewpoint of the supposed "mothership" the airplane was silhouetted against the light western sky, but the crew of the jet could not see the outline of the "mothership" because it was silhouetted against the dark sky in the southeast. The captain was able to see only the faint lights from the "mothership."

As the plane approached Eielson and Fairbanks, the captain saw "two very bright lights" appear "suddenly from the north...perhaps four or five mountains away." He speculated at the time what these might be. He couldn't identify all the normal ground lights because "the flight above Alaska territory is generally in daytime and it is confusing to identify the kind of lights" on the ground. He finally decided that the lights were along the Alaska pipeline.

Continuing his narrative, Capt. Terauchi recalled, "We arrived at the sky above Eielson Air Force Base and Fairbanks." (Actually, at this time, about 5:30 P.M., the plane was about 20 miles northeast of Eielson and about 30 miles east-northeast of Fairbanks.) "The lights [of the city] were extremely bright to eyes that were used to the dark." (The cockpit lights had been turned off to eliminate window reflections of internal lights.) "We were just above the bright city lights and we checked the pale white light behind us. Alas! There was a silhouette of a gigantic spaceship. We must run away quickly.

'Anchorage Center. This is *JAL1628* requesting a change of course to right 45°.' It felt like a long time before we received permission."(2)

Actually it took only 15 seconds to get permission, as the transcript of the AARTCC tape recording shows. But it did take longer to actually begin the turn (see Figure 7.)

5:30:16 **JAL1628** [Very broken communication; unintelligible]

5:30:20 **AARTCC** JAL1628 heavy, you're coming in broken. Say again.

5:30:23 JAL1628 Request, ah, deviate, ah, ah, from, ah, object, ah, request heading two four zero.

5:30:31 **AARTCC** JAL1628 roger. Fly heading two four zero. ...JAL1628 heavy, deviations approved as necessary for traffic.

5:30:49 **JAL1628** It's, ah, quite big...

5:30:52 **AARTCC** JAL1628 heavy, you're still broken. Say again.

5:30:56 **JAL1628** It's, ah, very quite big, ah, plane.

The radar tracking data show that by asking for a heading of 240° Tamefuji was requesting a 60° turn to the right. At 5:31:08, about 50 seconds after Tamefuji called for permission to turn, the plane began to turn from its *magnetic* heading of 182(+ /- 1) degrees (about 215° with respect to geographic north). By 5:32:08 the plane had settled on its new heading of 222° *magnetic* (255° true), a turn of 40°, which is close to the 45° that the captain recalled but less than the 60° turn requested by Tamefuji.

The captain's narrative continues after the right turn: "We checked our rear [and] there was still the ship following us. 'This is JAL 1628. Again requesting for change course 45° to the right.' We had to get away from that object. 'JAL 1628. This is Anchorage Center. We advise you, continue and take 360° turn.' 'JAL 1628, thank you. We will continue 360° turn."(2)

Unfortunately the captain was not entirely accurate in his recall of these apparently frightening events. The AARTCC transcipt shows that there was no request for a second right turn. There was, however, a request for a descent in altitude from 35,000 feet to 31,000 feet at 5:32:07, followed by a request to turn to a heading of "two one zero," i.e., about a 12-degree turn to the left, at 5:34:56. Later on, at 5:36:37, the AARTCC controller asked the plane to make a 360° right turn. But all of this is getting ahead of the story

Before continuing let us consider what the captain may have meant by his claim that he saw the "silhouette of a gigantic spaceship." The term silhouette is applied to a situation in which the observer sees the outline of a relatively dark object against a bright background, or vice versa. The location of the plane just before the turn was northeast of Eielson and roughly east of Fairbanks. East of Eielson there are no cities, just mountains. Looking behind and to the left, then, the pilot was looking *away* from city lights. This would mean that anything in the sky at an altitude close to that of the plane would not be silhouetted against a bright background unless the moon (on the horizon behind the plane) provided a bright enough sky. Perhaps this is what happened, in which case one could ask why

Figure 6: *Captain's sketch of how objects moved with respect to the plane and how the radar echo appeared on the weather record display. Radar target is in the lower left of the round display screen at about 7 nm range.*

the captain hadn't seen the silhouette before. On the other hand, if the "gigantic spaceship" were below the horizon, it would not be silhouetted against the sky and the moon would be of little help since it was so low on the horizon. Perhaps what the captain saw was a reflection of the ground lights off the object and thus was able to see its outline silhouetted against a dark background. At any rate, he got the impression that the object was very big, in fact, much larger than his aircraft. He could still see the horizontal pale white lights but he could also see other structure such as illustrated in Figure 5, made several hours after the event, and Figure 8, which he drew about a month and a half after the event.

Just after the plane turned to the right the AARTCC controller called the Fairbanks Approach Radar controller to find out whether or not the short range radar had a target near the Japan Air jet. The approach radar reported no target other than JAL1628.

Just after the right turn the plane was flying on a heading of about 255° (true) and was about 20 miles north of Eielson AFB and 30 miles east of Fairbanks. At 5:32 P.M. the conversation between the controller and JAL 1628 continued.

5:32:07 **JAL1628** JAL1628, ah, request descent.

5:32:20 **JAL1628** JAL1628. Request three one zero.

5:32:25 **AARTCC** JAL1628 heavy, understand. Requesting flight level three one zero.

5:32:34 **AARTCC** JAL1628 heavy, your transmissions are broken. Say again.

5:32:39 **JAL1628** Flight level three one zero.

5:32:41 **AARTCC** JAL1628 heavy, descend at pilot discretion. Maintain flight level three one zero.

5:32:45 **AL1628** Leaving three five zero to three one zero.

The tracking data show that the plane descended from 35,000 feet to 31,000 feet over the next four minutes, reaching the lower altitude when the plane was almost due south of Fairbanks and just before it entered the 360° turn (See Figure 7.)

5:32:58 **AARTCC** JAL1628 heavy, do you still have your traffic?

5:33:00 **JAL1628** Still, ah, coming, ah, ah, right in formation, in, ah, formation.

5:33:07 **AARTCC** JAL1628, understand.

A minute and a half went by, during which time the plane flew on a straight heading while decreasing in altitude. Then AARTCC decided to find out what had happened to the traffic.

5:34:38 **AARTCC** JAL1628 heavy, say position of your traffic.

5:34:42 **JAL1628** Affirmative. Just over.[4] Fairbanks.

5:34:52 **AARTCC** JAL1628 heavy, understand. Your traffic is over Fairbanks at this time.

5:34:56 **JAL1628** Affirmative..ah, request heading two one zero.

5:35:02 **AARTCC** JAL1628 heavy, roger. Deviations approved as necessary for traffic.

This portion of the transcript shows that the captain was incorrect in recalling a second right turn. Instead, the plane turned left about 12^D^o beginning at 5:35:09 and it continued to turn (see Figure 7) as if it were heading back in the direction of Talkeetna. By the time of the left turn the altitude had decreased to about 33,000 feet.

The statement at 5:34:42 that the object was "over Fairbanks" could not be correct if the object was at the left side of the plane because at that time Fairbanks was still ahead and somewhat to the right (See Figures 1 and 7.)

5:35:15 **AARTCC** JAL1628, say altitude of your traffic.

5:35:20 **JAL1628** Ah, oh, sa, ah, same level.

Another minute passed by during which the AARTCC called the Fairbanks approach radar again and once again the approach radar reported no target other than the JAL1628 itself. The copilot indicated that he wanted to resume his flight straight directly to Talkeetna.

5:36:12 **JAL1628** Ah, Anchorage Center, JAL1628. Request direct [to] Talkeetna.

5:36:18 **AARTCC** JAL1628 heavy, cleared direct to Talkeetna and in, ah, advise me of your [sic] position of your traffic.

5:36:24 **JAL1628** Ah, same po...same position.

In other words it appeared that the "traffic" had stayed in the same position relative to the aircraft and had descended with the aircraft to an altitude which was about 31,200 feet^S^(3). The AARTCC decided it was time to "test" this unusual "traffic."

5:36:37 **AARTCC** JAL1628 heavy, sir, I'm gonna request you to make a right turn three six zero degrees, 360 degree turn and advise me what your traffic does then.

5:36:47 **AL1628** Right turn 360.

The plane commenced the turn at about 5:37:15. The pilot, in his testimony written a month and a half later, recalled these events, although his recall of a second right turn was in error and he incorrectly placed the altitude descent after the turn instead of before it. In the captain's testimony, commencing just after the wrong statement about a second right turn, he has written, "We had to get away from that object. 'JAL1628. This is the Anchorage Center. We advise you, continue and take a 360-degree turn.' 'JAL1628, thank you. We will continue 360-degree turn.' It was too slow to circle in the autopilot mode; therefore we switched to the manual mode and set to turn right on a 30 degrees bank. We looked to our right forward but did not see any light. We were relieved, thinking the object may have left us and returned to the level flight, but when we checked to our rear the object was still there in exactly the same place." (Following these statements in his testimony the captain has recalled the descent from 35,000 to 31,000 feet, which he incorrectly placed after the turn. Actually the descent to 31,000 had been completed just before the turn. (See Figure 7.)

While the plane began the turn the AARTCC comm'''nicated with the ROCC. At 5:37:23 the ROCC confirmed that no military aircraft were "working up there" and at 5:37:30 that there was no "traffic" on the radar screen. AARTCC then called the plane again. By this time the plane had been turning for about a minute and a half.

5:38:55 **AARTCC** JAL1628 heavy, sir, does your traffic appear to be staying with you?

5:38:57 **JAL1628** Ah, (unintelligible) distinguished.

5:39:01 **AARTCC** JAL1628 say again?

5:39:04 **JAL1628** It, ah, disappeared. JAL1628.

5:39:10 **AARTCC** JAL1628 heavy, roger. At your discretion proceed direct to Talkeenta, J125 [to] Anchorage.

The "mothership" was behind and to the left before the right hand-turn. Therefore there were three possible results of the turn: (a) *if the object remained stationary while the plane turned* it would initially "disappear" behind the plane and then reappear nearly behind the plane on the right side before the turn was completed; (b) if the object also made a right turn *but on the outside (i.e., at a much larger turning radius) of the turn made by the aircraft,* it would stay at the left and be continually visible; and (c) if the object also made a right turn but *trailed behind the aircraft* it would remain invisible during the turn.

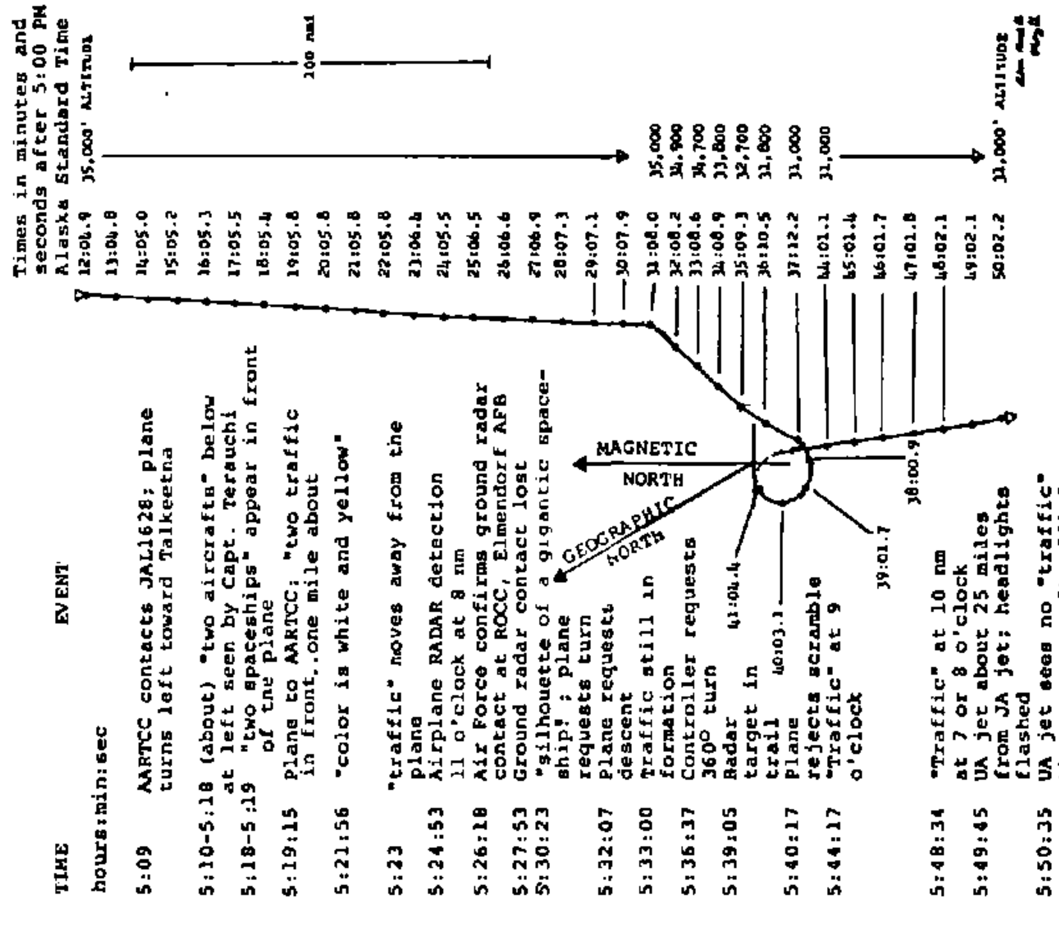


Figure 7: Flight track of JAL1628

The fact that it "disappeared" very soon after the plane started the turn indicates that the "mothership" did not make a turn on the outside of the turn of the plane. On the other hand, the captain and copilot recall that they looked out the right hand side to see if it would reappear during the turn, but they did not see it. Therefore it may have trailed the aircraft during the turn. But it did not stay directly behind the aircraft after the turn because the captain recalled that after the turn had been completed and they were again heading southward "we" [the captain, since it was behind and to the left where only he only he see it] checked to our rear and "the object was still there in exactly the same place."

The conclusion that the object may have trailed behind during the turn is consistent with a radar report made at that time. While the plane was turning, the ROCC confirmed an anomalous radar target in the vicinity of the plane. (Note: Many of the times given below do not agree with the times in the FAA transcript. This is because some of the transcript times are in error. The times given below agree with the FAA-supplied tape recording of the conversations between the FAA controllers, the ROCC and the aircraft.)

5:38:57 **AARTCC** Anchorage Center.

5:38:58 **ROCC** Ya, this is one dash two again. On some other equipment here we have confirmed there is a flight size of two around [JAL1628]. One primary return only.

5:39:05 **AARTCC** OK. Where is, is he following him?

5:39:07 **ROCC** It looks like he is, yes.

5:39:10 **AARTCC** OK. Standby.

The use of the term "flight of two" indicated that, on the radar screen, JAL1628 had a companion. Moreover, it appeared to the ROCC that the companion was "following," that is, it was behind the plane.

Soon after the ROCC confirmed a "flight of two," the AARTCC controller who was conversing with the plane at 5:39:04 reported:

5:39:10 **AARTCC** JAL1628 heavy, roger, at your discretion proceed direct [to] Talkeetna J125, Anchorage. [J125 is a flight route.]

5:39:15 **JAL1628** [unintelligible]

5:39:23 **AARTCC** JAL1628 heavy, roger, sir. The military radar advises thay do have a primary target in trail of you at this time.

5:39:32 **JAL1628** Ah, say again? JAL 1628.

5:39:35 **AARTCC** JAL1628 heavy. Military radar advises they are picking up intermittent primary target behind you in trail, in trail, I say again.

5:39:47 **JAL1628** I think so..(4)

As the conversation between the plane and one AARTCC con-

troller was occurring, another AARTCC controller was continuing to converse with the ROCC.

5:39:24 **AARTCC** OK. Do you want to, do you have anybody you can scramble up there or do you want to do that?(4,6)

5:39:30 **ROCC** I'll tell you what. We're gonna talk to the liaison officer about that.

5:39:33 **AARTCC** OK. Uh, it's starting to concern Japan Airline [unintelligible] 1628, a 747. He's making a 360 now and it's still following...(4,6)

5:39:46 **ROCC** Where is this search return at, right behind him or where?

5:39:50 **AARTCC** Say again?

5:39:51 **ROCC** Ah, I'm gonna talk to my other radar man here has gotta, he's got some other equipment watching this aircraft.

5:39:54 **AARTCC** OK.

5:39:55 **ROCC** OK. We're going to call the military desk on this.

At this point the conversation with the ROCC ended and the plane was contacted again.

5:40:10 **AARTCC** JAL1628, Anchorage request.

5:40:12 **JAL1628** Go ahead.

5:40:13 **AARTCC** Roger, sir. Would you like our military to scramble on the traffic?

5:40:17 **JAL1628** Negative. Negative.

Capt. Terauchi's immediate reaction to the offer of military assistance was to decline it. In his testimony he recalled the event and explained his reaction: " 'JAL1628, this is Anchorage Center. Would you like to request scramble for confirmation?' [underlining in the original text] 'The Anchorage Center, this is JAL1628. We would not request scramble.' We turned down the offer quickly. I knew that in the past there was a U.S. military fighter called the Mustang that had flown up high for a confirmation and a tragedy had happened to it. Even the F-15 with the newest technology had no guarantee of safety against the creature with an unknown degree of scientific technology."

Despite the immediate negative reply the AARTCC was persistent:

5:40:26 **AARTCC** JAL1628 heavy, sir, we do have military ah, at Eielson 40 miles away. I can put them up and let them check the traffic for you.

5:40:34 **JAL1628** Roger.

5:40:35 **AARTCC** JAL16289, roger. Would you like us to do that?

At this point a military aircraft referred to as TOTEM, which was not a fighter aircraft but was already in the air, offered to check out the traffic. The transmission was somewhat garbled, however, and the AARTCC controller thought he was hearing JAL1628. JAL1628 was also confused momentarily:

5:40:44 **TOTEM** Anchorage Center, you have TOTEM 71 up here. We might be. able to get close to him.

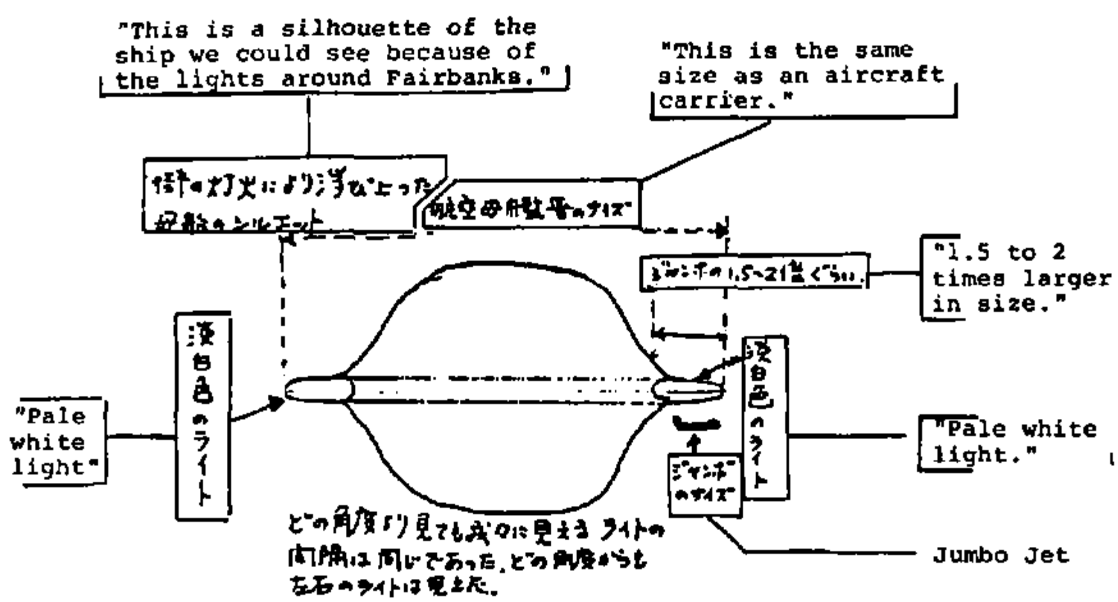


Figure 8: *Capt. Terauchi's drawing, a month and a half after sighting, of "gigantic spaceship"*

5:40:48 **AARTCC** JAL1628, you were broken. Say again.

5:40:55 **JAL1628** Ah, say again? JAL1628.

5:40:59 **AARTCC** JAL1628. Your transmission was broken, sir. We do have military aircraft in your vicinity that we can, ah, check on the, ah, traffic with you.

5:41:07 **JAL1628** Ah, [unintelligible] 1628. No radar traffic above.

It was now one minute since the AARTCC had directed the plane to fly directly to Talkeetna. At that time, 5:39:10, the plane was about 1/3 of the way around the circle (See Figure 7.) Finally at 5:42:04 the plane responded. By this time the circle had been 3/4 *completed.*

5:42:04 **JAL1628** Anchorage Center, Japan Air 1628. Confirm direct to Talkeetna three one zero.

5:42:09 **AARTCC** JAL1628 heavy. Affirmative. Direct to Talkeetna and descend at pilot's discretion. Maintain flight level two five zero.

5:42:16 **JAL1628** Ah, pilot's discretion. Two five zero. JAL1628.

While the plane was being directed to Talkeetna the AARTCC and the ROCC continued discussing the radar targets.

5:41:51 **AARTCC** Where's that, ah, are you still painting a primary, ah, by that JAL flight?

5:41:56 **ROCC** OK. Let me look at my other....

5:41:59 **AARTCC** If so, where's the position of it?

5:42:00 **ROCC** OK. Standby.

5:42:24 **ROCC** It looks like he, ah, offset left and then possibly fell back in-trail. However, I can't see him now. I can't pick him out.

While this conversation was going on, the Capt. Terauchi was looking to his left and backwards. It was there again.

5:42:35 **JAL1628** Ah, we have... Anchorage Center, JAL1628. We have in sight same position, over.

5:42:42 **AARTCC** JAL1628, understand. In sight, same position.

This statement, made while the plane was just coming out of the turn to head southward (see Figure 7), indicates, as described previously, that the "mothership" may have followed behind the plane. The captain remembers the events this way: "The consumption of fuel during this flight was almost as expected but there was 0nly 3,800 pounds left and as such was not enough for extra flying for running around. We have got to arrive at Anchorage." At this point in his testimony the captain recalled the direction to proceed directly to Talkeetna. But he incorrectly remembered that the plane had initiated the request (the AARTCC initiated the request; see above). He continued, "We checked behind us again. The ship was in formation and ascending with us. We wondered and feared as to their purpose." The word ascending should have been descending (the plane never ascended during the sighting) and furthermore, it is in the wrong temporal location in the testimony because the descent occurred before, not after, the turn.

His testimony continues at this point with his recollection of the query about a scramble of a military aircraft. But according to the transcript, the discussion of a scramble came before the plane completed the turn rather than, as the captain recalled, after the turn.

About a minute and a half later the AARTCC decided to find out whether or not the traffic was still with the plane.

5:44:07 **AARTCC** JAL1628, sir, do you still have the traffic?

5:44:12 **JAL1628** Ah, say again please.

5:44:13 **AARTCC** JAL1628 heavy. Do you still have the traffic?

5:44:17 **AARTCC** Ah, affirmative, ah, nine o'clock.

Capt. Terauchi recalled the reappearance of the "mothership:" "We flew toward Talkeetna at an altitude of 31,000 feet. The spaceship was still following us, not leaving us at all."

By this time the plane was completely out of the turn and headed toward Talkeetna. At about 5:40 a United Airlines passenger jet took off from Anchorage and headed north to Fairbanks. Several minutes later it reported being at 29,000 feet and on a 350^D^o (magnetic) heading. The AARTCC controller decided to ask the UA pilot if he could see anything behind the JAL flight. At 5:44:43 he called the UA pilot to say that the JAL flight was in his 11 o'clock position and 110 nm north "and he has traffic following him, sir. It's unknown traffic...I want you to see if you see anything with him." The UA pilot said he would look when he got closer. The controller asked the JAL flight to stay at 31,000 feet and the UA flight to stay at 29,000 feet. He then directed the UA flight to turn some more so that the planes would pass within five miles of one another.

5:46:48 **AARTCC** JAL1628 heavy. Maintain flight level three one zero.

5:46:54 **JAL1628** JAL1628 (unintelligible) maintain three one zero.

5:46:59 **AARTCC** JAL1628, roger. I'm gonna have a United aircraft get close to you and take a look, ah, to see if he can identify your traffic.

5:47:06 **JAL1628** Thank you.

Several minutes later the planes were much closer together and closing on one another rapidly (the separation was decreasing at a rate between 15 and 20 nm per minute).

5:48:16 **UNITED** United 69. Can you point the traffic out again please?

5:48:19 **AARTCC** United 69, heavy, affirmative. The, ah, Japan Air is in your eleven o'clock position and five zero [50] miles [away], southbound.

5:48:28 **UNITED** Ah, roger. Thank you.

5:48:31 **AARTCC** JAL1628 heavy, sir. Say the position of your traffic.

5:48:34 **JAL1628** Ah, now, ah, ah, moving to, ah, around 10 miles now, ah, ah, position, ah, seven, ah, eight o'clock, 10 miles.

5:48:34 **AARTCC** JAL1628 heavy, roger.

As the planes approached each other in the dark sky, the "mothership" apparently dropped back, allowing the JAL plane to get far ahead. Of course the 10-mile distance was only the pilot's guess. He could not measure the distance because the airplane radar could not "see" back that far. The United pilot asked the AARTCC to have the JAL pilot flash the headlights on his aircraft so he could locate the plane. At 5:49:45 the JAL pilot did that. At this time the planes were about 25 miles apart.

Terauchi says: "About the same time [the time his plane headed toward Talkeetna after the 360^D^o turn] a United Airline passenger aircraft which left Anchorage to Fairbanks flew into the same air zone and began communicating with Anchorage Center. We heard them transmitting that there was an object near JL 1628 and requesting for confirmation. We heard that the Anchorage center was saying to the United Airline aircraft that JL 1628 was at an altitude of 31,000 feet, and therefore, United Airline should maintain 33,000 feet. [Actually the transcript shows that UA altitude was 29,000 feet.] It sounded as if Anchorage Center had the United Airlines aircraft fly above the spaceship. We were flying the east side of Mount McKinley. The United Airline's aircraft came close to us. The United Airline aircraft requested us to flash our landing lights for visual confiration and we both confirmed our positions visually. The United Airlines aircraft was coming close to us. We knew that they were watching us. When the United plane came by our side, the spaceship disappeared suddenly and there was nothing left but the light of moon."

When the planes were about 12 miles apart and still approaching one another, the UA plane reported seeing the JAL plane and nothing else. But by this time apparently the "mothership" had disappeared.

5:50:35 **UA69** UA69 heavy. We've got the Japan Airliner in sight. I don't see anybody around him. He's at his seven o'clock position, huh?

5:50:46 **AARTCC** UA69, that's what he says. JAL1628 heavy, say the position of your traffic now.

5:50:52 **JAL1628** Ah, now distinguishing, but, ah, ah, your, I guess, ah, 12 o'clock below you.

5:51:02 **AARTCC** JAL1628 heavy, say again. You're broken.

5:51:06 **JAL1628** Just ahead of United, ah, [unintelligible]

Considering Terauchi's later recollection that the object disappeared when the two planes got close to each other, it is interesting that the copilot used the word "distinguishing" and followed this with "I guess 12 o'clock below you." Previously he had used the word "distinguished" when he meant "extinguished" because the object had disappeared shortly after the 360° turn began (see 5:38:57 and 5:39:04 above). Apparently he meant "extinguishing" or extinguished at this time as well. Furthermore, *if the object had been still visible* he would not have said "*I guess* 12 o'clock below you" because the captain would have been able to see where the object was relative to the UA jet. Thus it appears that the object/light had disappeared by this time.

It is also interesting to note that the copilot used the words "below you" which suggests that at the time of the flight crew members thought the UA plane was above their altitude. This is as the Captain subsequently remembered it. Perhaps they did not hear the controller tell the UA plane to maintain 29,000 feet.

At 2:51:32, after the planes had passed one another, the UA plane reported being able to see the JAL plane silhouetted against the sky. The captain could see the contrail as well as the plane but nothing else. The controller responded, "We got just a few primary hits on the target and then, ah, we really haven't got a good track on him ever," meaning that the radar never showed a continuous track of primary-only radar targets associated with the unusual "traffic."

After the UA plane had passed the JAL flight at a point about 60 nm south of Fairbanks (see Figure 7 at time 5:50:52), the AARTCC requested that TOTEM also fly toward the JAL plane for a look. AARTCC then directed the JAL plane to descend and the plane reported on the "traffic."

5:53:10 **AARTCC** JAL1628 heavy, descend at pilot discretion. Maintain flight level two five zero. (25,000 feet)

5:53:13 **JAL1628** JAL1628, ah, pilot's discretion maintain ah, two five zero, so, ah, ah, I cannot, I couldn't see, ah UFO, over.

5:53:27 **AARTCC** JAL1628 heavy, understand. You do not see the traffic any longer.

5:53:31 **JAL1628** Affirmative.

During the next several minutes TOTEM viewed the JAL plane but couldn't see any other traffic. JAL1628 proceeded to Anchorage and landed at 6:20 P.M.

The aftermath

Because of the report of unusual traffic the crew was interviewed immediately by FAA official Jack Wright and then by agents James Derry and Ronald Mickle. Wright recorded the following information:[14]

I received a call from Dick Powers concerning a JAL flight which the Capt. had stated he was being followed or shadowed. I observed the aircraft

land at 1820 hours [6:20 P.M.]. No other aircraft was noted. The B747 taxied into the international ramp area. I interviewed Capt. Terauchi and the crew of two. The captain stated that this was the first time anything like this had happened to him. He stated that approximately five nm after passing the Canadian/Alaskan border at 35,000 feet something appeared five to seven nm in front of the aircraft. It had lights, four to five in a line [see drawings] and said it was bigger than they were [B-747]. At times the object would be to the captain's side of the aircraft [left]. Never the other side [right]. He referred to the dark side. After passing the Fairbanks area he requested to fly parallel to course and this was granted. When he turned to the right and flew parallel, the object was gone. [In all cases the weather radar was also used to identify the object and the five-to-seven nm distance was taken from the radar display – 20 nm range.) They returned to course and the captain said, "There it was, as if it was waiting for me." At approximately the Talkeetna area the object took off to the east and was gone. A United flight departed from Anchorage and was requested to check if they could see anything but it was gone before United got there. Nothing different with the cargo except some expensive wine. The captain and crew were shook-up but professional. James Derry interviewed the crew at JAL operations. Capt. Terauchi had asked AARTCC if they were picking up two targets and was told 'just one.' The total time was approximately 55 minutes. A new crew took the flight on to Tokyo. Capt. Terauchi and the crew were to be in Anchorage for days days before any additional flights. James Derry requested that the tapes and any other information be saved.[10]

The sparse amount of information contained in this initial report indicates that Wright did not carry out an extensive interview of the pilot and crew. It also indicates that he did not learn exactly what happened probably because of a combination of factors: (a) his failure to ask for a minute-by-minute history of the flight, (b) Terauchi's failure to recall events accurately and in the correct order, and (c) the communication problem (Japanese-to-English translation).

The failure to get the complete and exact story during the first interview was, unfortunately, repeated in the next interview by Special Agent James Derry. Both he and Ronald Mickle made notes. Agent Derry recorded the second interview as follows:[14]

"On November 17 I responded to a call from the ROC reference an incident involving unidentified air traffic (UAT) following JAL flight 1628 into Anchorage. I asked Agent Mickle to meet me at Anchorage Airport. Upon arriving at the ANC I met Agent Mickle and Inspector Wright who had been at the aircraft. All three of us then proceeded to JAL operations to interview the crew.

At JAL operations we met with [the crew] and Mr. Shimbashi, JAL operations manager at Anchorage. The three crewmen stated that just after passing POTAT intersection inbound to Anchorage on J529 they observed strange lights ahead of their B747. These lights changed position after two minutes but remained in front of the aircraft for another 10 minutes, then moved to the left side of the aircraft. They stated that all they could see were the lights and at no time could they see the craft. However, they did show an object on their WX radar at about seven miles. The lights were yellow, amber and green, but no red. The lights were in two separate sets which changed position relative to one another. The crew said that they contacted AARTCC (and the AARTCC) confirmed that they also had it on radar.

Near Fairbanks the crew executed a 360° turn and the lights stayed with them off of their left side. They then proceeded to Anchorage and the lights were still visible until around 40 miles north of Talkeetna when they moved away to the east. The crew reported their speed as 0.84 Mach and their altitude between FL390 and 310 as assigned along the course. The only problem with their systems was some static in the VHF receiver. The navigations system in use was INS with no apparent problems. Upon completion of my discussion with the crew I called Capt. Stevens, Duty Officer to NORAD, and asked if he had any questions other than what I had asked. He said he had no other questions, but they also showed two targets on radar (one was JAL). He stated that they would give all data to Intelligence in the morning. I then asked Bobby Lamkin by phone if the Air Force was holding the data and he said yes.[10]

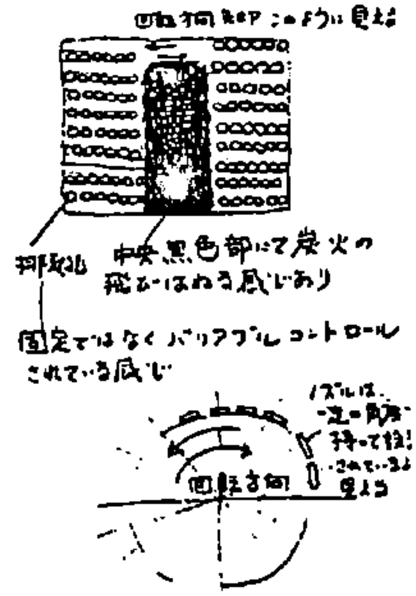


Figure 9: Pilot's sketch of side and top views of a "spaceship." Lights were moving to left and right as indicated by arrows.

Special Agent Ronald Mickle recorded the second interview as follows:[14]

As per telephonic request from [Wright], the following are the events which took place on November 17, 1986 and were taken from my personal notes during the interview. [I went to the] Japan Airlines station office as instructed by the Manager [Derry]. Myself [sic] and Jim Derry interviewed the crew of JAL Flight 1628, which reported the sighting of unidentified air traffic. The flight crew consisted of [Terauchi, Tamefuji, and Tsukuda]. Captain Terauchi stated the cargo only flight had departed Reykjavik, Iceland. Captain Terauchi stated he first sited [visually] the unidentified air traffic [UAT] in the vicinity of POTAT intersection and the ADIZ. The aircraft he was piloting [B747] was at flight level 390, airspeed 0.84 Mach. Captain Terauchi indicated that the UAT was in front of his aircraft at a distance of aproximately seven to eight nautical miles for approximately 12 minutes. The captain stated the distance was indicated by the onboard Bendix color radar. Captain Terauchi stated that while he had a visual on the UAT he spotted yellow, amber and green lights and a rotating beacon but no red lights. The captain said there were two distinct sets of lights, but appeared to be joined together [as fixed to one object]. Captain Terauchi ascertained through visual sighting and radar that the UAT was equal in size to a B747, possibly larger.

Captain Terauchi stated that during the visual sighting the lights of the UAT changed from a horizontal position to a vertical position and had positioned itself in front of the B747 to the port side. The UAT stayed on the port side for approximately 35 minutes. Captain Terauchi said he was communicating with AARTCC personnel during the sighting. The captain stated he requested and received permission to perform a 360 degree turn while in the vicinity of Fairbanks which he had a visual on. Captain Terauchi stated the UAT maintained its position on the port side during the turn. Captain Terauchi stated that visual sight of the UAT was completely lost approximately 40 nm north of Talkeetna, while continuing to Anchorage. [The captain] stated that there was static during VHF communications with the AARTCC, that there was erratic movement with lights of the UAT during the visual contact, that navigation was being performed by coupling of the onboard INS's, and that the AARTCC had indicated to him the presence of a primary target in addition to his aircraft. Through a confidential source at JAL it was stated to me that this is not the first sighting of an unidentified aircraft by Captain Terauchi.[10]

A comparison of the above versions of the interviews shows that the full and accurate story as determined by the transcript and the

pilot's subsequent testimony did not come through in the initial interviews. Furthermore, the interviewers had somewhat divergent opinions on what the captain told them. Part of this problem may have been, literally, in the translation (from Japanese to English), but part of the problem also is that different people react to and remember different elements of a story.

It is unfortunate that the interviewers did not think to tape-record the conversations for later analysis but instead simply relied upon their recollections and their brief notes on what was said. Nevertheless, the basic core of the story is clearly expressed in these early interviews and thus they support the captain's subsequent more detailed testimony, written about a month and a half later. Particularly supportive of the Captain's later testimony were the drawings made during the interview with Derry and Mickle (Figures 2, 3, 5, 6). They show how the lights appeared at various times and how the target appeared on the radar scope. These sketches, made only hours after the event, agree generally with the drawings that the captain made a month and a half later to illustrate the to illustrate his testimonial report (see Figures 4, 8-11). These latter drawings were publicized in the news media. Figure 12 is Terauchi's map of the flight path and locations of certain events.

The air traffic controller who was responsible for guiding the JAL flight recorded his recollections the next day, evidently without first listening to the tape of AARTCC tape recording of the events:[13]

During the period of 2030 UTC [universal time coordinated], November 17, 1986, to 0430 UTS, November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the D15 position from 0156 UTC to 0230 UTC, November 18, 1986. [This corresponds to 4:56 to 5:30 P.M. Alaska Standard Time, November 17, 1986]. At approximately 0225Z [5:25 P.M.] while monitoring JL1628 on Sector 15 radar the aircraft requested traffic information. I advised no traffic in his vicinity. The aircraft advised he had traffic 12 o'clock same altitude. I asked JL1628 if he would like higher/lower altitude and the pilot replied negative. I checked with ROCC to see if they had military traffic in the area and to see if they had primary targets in the area. ROCC did have [a] primary target in the same position JL1628 reported. Several times I had primary returns where JL1628 reported the traffic. JL1628 later requested a turn to heading 210°. I approved JL1628 to make deviations as necessary for traffic. The traffic stayed with JL1628 through turns and decent [sic].

In the vicinity of Fairbanks I requested JL1628 to make a right 360° turn to see if he could identify the aircraft. He lost contact momentarily at which time I observed a primary target in the six o'clock position, five miles. I then vectored UA69 northbound to Fairbanks from Anchorage with his approval to see if he could identify the aircraft. He had contact with the JL1628 flight but reported no other traffic. By this time JL1628 had lost contact with the traffic. Also a military C-130 southbound to Elmendorf AFB from Eielson AFB advised he had plenty of fuel and would take a look. I vectored him toward the flight and climbed him to Flight Level 240 [24,000 feet]. He also had no contact.

I requested JL1628 to identify the type or markings of the aircraft. He could not identify but reported white and yellow strobes. I requested the JL1628 to say flight conditions. He reported clear and no clouds. The phrase "single primary returns" [used above] is in reference to [a] target other than JAL and "the traffic" is in reference to the unidentified object.[10]

Although the Anchorage FAA alerted the the FAA Security Office in Washington, D.C., no further action regarding the reported traffic was taken. This is unfortunate since a careful debriefing at the time of the event possibly could have uncovered details which had been forgotten by the time the crew was interviewed in January 1987.

The FAA investigates

It is quite likely that the JAL sightings would never have been investigated if it hadn't been for the interest by the American newsmedia after word leaked out of Japan about the sighting. The first public mention of the sighting was in the Kyoda Press in Japan on December 29. The news story was based on information from the crew as well as the FAA in Anchorage.

According to Public Information Officer Paul Steucke (in an interview with Walter Andrus of MUFON), "The first thing I got was a phone call from Kyoda News Service out of Japan. That was the day before Christmas, December 24. They sent a correspondent over and the correspondent said to me – you know that we've got some information on 'such and such.' Is it true? I said, well, yeah, and here's what we've got. On the 29th after the Christmas holidays that story must have been printed somewhere in Japan because United Press International picked it up. Japan picked it up. Then the United Press reporter over here asked me the same question and I told him the same thing."

UPI reporter Jeff Berliner broke the story in the United States on December 29. Numerous newspapers reprinted the story and the FAA headquarters in Washington, D.C., learned about it from the press reports including the January 1 report in the Washington Post. When FAA headquarters called Anchorage for the full story, it learned that the radar data tape had been saved (which was unusual since usually the radar tapes are reused within 30 days after a use). [On January 1 the FAA re-opened its inquiry. Capt. Terauchi was interviewed on January 2 (1), at which time he supplied his written testimony (2). On January 4 the national press reported that the FAA had re-opened the inquiry and numerous news stories followed.

The FAA released portions of the information as it became available through Mr. Steucke. Unfortunately the FAA did not have a complete and accurate story to report and consequently the early news stories contained errors. The most amusing of these was in the reported time of the sightings. For some reason someone had hand-written a note on the master copy of the first FAA release, which was a summary of the AARTCC tape recording. The note indicated that the events had begun at 6:19 P.M., even though the summary itself clearly said 0219 UTC which translates to 5:19 P.M. Alaska standard time. This time error was perpetuated in news reports even though the captain recalled the correct time and stated it during an interview with Larry King on January 2.

While the press was having fun with the story, the FAA continued with its inquiry. The copilot was interviewed on January 5[9] and the flight engineer on January 15[10]. A complete transcript of the AARTCC tape recording, although with some time errors, was completed on January 9 and the radar data tape recording was sent to a special FAA facility for analysis. The FAA announced that it would release the material it had collected after it completed the inquiry.

January went by and then February with still no word from the FAA. But then, on March 5, the FAA announced the results of the inquiry. According to the press release the FAA "was unable to confirm the event."[14] The event was unconfirmed because "a second radar target near the JAL flight at the time of the reported sighting

was not another aircraft but rather a split radar return from the JAL Boeing 747." In other words, the FAA could not confirm the event *on radar* because the "traffic" or "primary return" reported by the controller at the time was merely an artifact of the radar set. Or so the FAA said. The press release did not mention that the "split return effect" was contradicted by the fact that the extra echo did not come back with every sweep of the radar and by a statement by an air traffic controller who said that they don't usually get a split image in the area that the JAL jet flew. The press release offered no explanation for the sighting, nor did it dispute the crew's claim that something unusual was seen.

The March FAA release made a smaller splash in the press than had the original January release of information. This may have been because the media misinterpreted the FAA statement. For example, NBC News incorrectly reported that "Terauchi's crewmates were not sure that they had seen a UFO" and that the FAA "concluded a three-month investigation saying there is nothing to substantiate the pilot's story." The NBC story failed to mention that the copilot and flight engineer had independently confirmed the pilot's report of seeing numerous lights appear in front and to the left of the aircraft and that the airplane radar had picked up a large target in the same direction as the unknown lights.

The debunking that failed

The FAA wisely decided not to try to explain what the air crew reported. A small group of would-be debunkers did not exhibit such wisdom, however. Not content to wait for the complete release of information on January 22 the Committee for Scientific Investigation of Claims of the Paranormal (CSICOP) issued a news release entitled "UFO Mystery Solved."[15] The cover letter announced "the findings of the [CSICOP] investigation into the Japan Air Lines Flight 1628 UFO incident of November 18, 1986." The release itself stated that "according to a leading UFO investigator" [Philip J. Klass] at least one extraterrestrial object was involved--the planet Jupiter, and possibly another--Mars." The press release asserted that at the time of the sighting (incorrectly given as as one hour earlier than it actually occurred) Jupiter was "extremely bright" at a -2.6 magnitude and would have been about 10 degrees above the horizon on the left side of the aircraft where the pilot first reported seeing the UFO. Mars would have been slightly lower and about 20 degrees to the right of Jupiter.

The release contends, "Although the very bright Jupiter, and less bright Mars, had to be visible to JAL Capt. Kenjyu Terauchi, the pilot never once reported seeing either--only a UFO that he described as being a 'white and yellow' light in his initial radio report to Federal Aviation Administration controllers at Anchorage."[10]

The release could also have noted, but of course does not, that Terauchi also didn't mention to the controllers that he could see numerous stars in the sky, city lights on the ground and a glow of sunset in the west.

The CSICOP explanation was based largely on the transcript of the AARTCC tape recording of the plane and air traffic controller. Apparently the pictorial information publicized in the news media was essentially discounted. The CSICOP analyst made a major error in not waiting for the release of the complete package of information compiled by the FAA. Had he waited he would have found that the publicized versions of the sighting were actually quite accurate in their descriptions of the lights, although they were far from complete, and the descriptions certainly rule out Jupiter and Mars as explanations for the reported lights.

For example, because the analyst did not have the information package he did not know that the widely publicized drawings of the arrays of lights were more detailed versions of the sketches made by the captain only hours after event. Nor did he know that the other crew members, in separate interviews, supported the captain's report of seeing a multiplicity of lights appear in front of the plane and pace the aircraft for ten minutes or more. Nor did he know that the arrays of lights rearranged themselves from one above the other to side by side, a reorientation that Jupiter and Mars would have found difficult to do.

Without the information package it was impossible to reconstruct from radar data the flight path of the aircraft. Without the flight path it was impossible to determine the exact heading of the aircraft, and therefore the directions that the pilot and crew were looking at various times, since they gave sighting directions with respect to the heading of the aircraft. Therefore the analyst might not have realized that just before the end of the sighting, when Jupiter was ahead of the plane and to the left (about at the 10 o'clock position), the UFO "mothership" was behind and to the left (at the seven-to-eight o'clock position).

Although the CSICOP release discussed and rejected the FAA and Air Force radar detections, curiously it did not mention the widely publicized claim by the pilot that the airplane radar did detect an object at at about seven to eight miles distance in the direction of the UFO. Perhaps the analyst rejected this claim, but if he had waited for the FAA information package, he would have learned that the other crew members also saw the radar image.

In summary, the Jupiter-Mars explanation is contradicted by the sighting directions to the UFOs at various times, by the descriptions by the crew members of the collections of UFO lights and by the airplane radar detection.

Had CSICOP waited until all of the information was available perhaps the organization would not have published the Jupiter explanation. In retrospect it appears that the CSICOP press release which was marked "FOR IMMEDIATE RELEASE" should have been marked "FOR PREMATURE RELEASE."[17]

Analysis

Naturally the question arises as to what the JAL crew actually saw. Were the arrays of lights exhaust ports on two "spaceships," figment of their imaginations or misinterpreted stars? Did the captain really see a "gigantic spaceship" or something else behind his plane? These questions cannot be definitively answered, but it is possible to rule out some conventional phenomena.

To analyze the sighting it is best to divide it into four parts which follow the changing nature of the "unusual lights." First, the captain saw lights below and to his left just after the left turn when the plane was still northeast of Fort Yukon. According to the captain, the only thing that made these lights seem unusual is that they appeared to be pacing his aircraft. Nevertheless, he decided that they were two

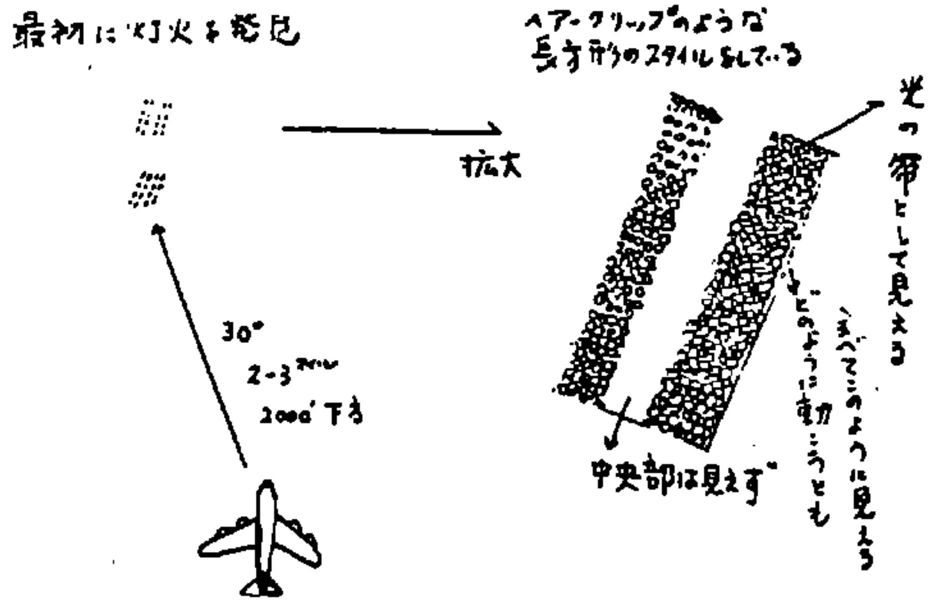


Figure 10: *Initial view of "two spaceships" to the left front of airliner*

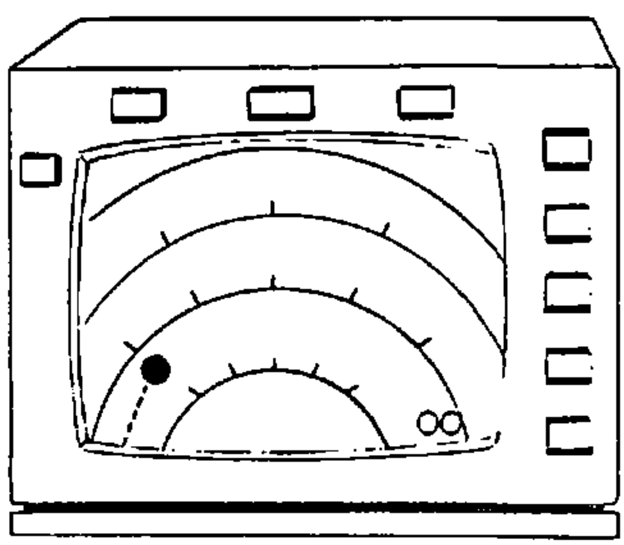


Figure 11: *Artists' reconstruction of captain's sketch of how object appeared on aircraft radar*

military aircraft on some mission. One might be tempted to accept the captain's initial identification of these lights as military aircraft if it weren't for the fact that only about 15 minutes later the ROCC told the AARTCC that there were no military aircraft in the area around the JAL flight.

Then, according to the captain, the lights which were initially below and to the left moved rapidly to a location nearly in the front of, and quite close to, the jet where the whole crew could see them. If he is correct that the lights moved abruptly in front of his aircraft, then, of course, military aircraft are ruled out.

The multiple-witness sighting of the arrays of lights seems inexplicable. The sighting cannot have been a hallucination by the whole crew. The lights could not have been stars or planets. These stars and planets were visible before the "ships" appeared in front of the plane and were still visible after the "ships" had moved away. There is no natural phenomenon that can account for the rectangular arrangement of lights in horizontal rows, for the occasional sparking, for the vertical rectangular dark space between the rows, for the reorientation of the pairs of arrays from one above the other to one beside the other, for the heat which the captain felt on his face, and so on. The action of ground lights or moonlight on clouds would create rather blobby dim light shapes that would be generally whitish in color, not distinct point-like lights that resemble the exhaust ports of a rocket. The only conventional light sources available to account for this part of the sighting are stars, planets, the moon and distant city lights on the ground. It seems inconceivable that these sources, separately or together, could explain the arrays of lights reported by the crew.

The third part of the sighting occurred after the "ships" had departed and the captain and crew could see only two dim pale white lights at the left at the same time that they picked up an echo on the airplane radar. Although it is remotely possible that the radar could have had a temporary (self-repairing) failure which "created" an echo, it seems much more likely that there was some object out there. The captain claimed that the radar tilt control was set to horizontal. This would imply that the radar target, at a distance of seven or eight miles, was at a considerable altitude above the ground. Even if the radar tilt were not exactly horizontal but were tilted down somewhat, the detection would imply that the object was at a large distance above the ground. For example, an object at a depression angle of 10° and eight nm distant would be about 8600 feet lower than the plane, or at an altitude of about 26,000 feet. Even at a depression angle of 20°, which surely would have been noticeable to the captain, the altitude would have been about 17,000 feet above ground. Thus it appears that the radar did detect something beside the plane about eight nm away and high above the ground.

The fourth part is basically a single-witness sighting after the "mothership" lights drifted so far back to the left that the other crew members couldn't see them. This part includes the discovery by the captain of a "gigantic spaceship" and the subsequent claim that this spaceship followed the plane around the 360° turn and then disappeared as the plane flew south before the UA jet got close enough to see it. Of course, if the captain's drawing of the object or phenomenon is correct, then there is no conventional explanation. But in view of the difficulty of seeing this thing and in view of the fact that the captain had already been been confronted by two "spaceships" almost in front of his jet, it seems at least plausible that he may have misinterpreted oddly lighted clouds which the crew had reported to be below the aircraft. Although the several ground radar returns behind the jet were intriguing, the failure of the radar to show a continuous track of some unknown primary target makes the radar confirmation ambiguous at best. Therefore it seems that, at the very least, the last portion of the sighting is not so convincing as the earlier portions.

Even if one arbitrarily ignores that latter part of the "Fantastic Flight of JAL1628" one is still left with an intriguing sighting of the two "ships" which paced the aircraft. It seems, then, that the JAL1628 was accompanied during part of its flight by at least two TRUFOS (True UFOs).

Postscript

On January 11, 1987, Capt. Terauchi had another sighting over Alaska. Unlike the November 17 sighting, he passed over these "irregular pulsating lights." He reported his sighting to the AARTCC. When he was interviewed after landing in Anchorage he said that he thought he saw village lights that had been obscured by ice crystals in the atmosphere. The FAA "agrees with the Captain that the phenomena was most likely caused by ice crystals."[14]

On January 29, an Alaska Air Lines jet flying from Nome to Anchorage reported to the AARTCC "the sighting of unidentified air traffic on their onboard weather radar system." The crew reported, upon landing, that it had picked up a very rapidly moving radar echo which indicated that some object was moving at about five miles per second, which corresponds to 18,000 mph. It crossed in front of them. There was no visual sighting in this case in spite of the clear flying weather at 35,000 feet. The radar detection has not been explained.[15]

Bibliography and footnotes

(1) Interview of Capt. Kenju Terauchi, January 2, 1987. During the interview Capt. Terauchi reported two previous UFO sightings. About five years before the present sighting he saw a "mothership" shortly after taking off from Taipai, south of Formosa, but it was "so weird I ignored it." Then he saw, from his home during the daytime, bright lights that continued for about ten minutes. This was, however, the first sighting of unidentified phenomena by the other two crew members. As reported in the text, in January 1987 Capt. Terauchi also had a sighting which he reported and then explained. (Federal Aviation Administration file on the JAL 1628 sighting.)

(2) Written testimony of Capt. Kenju Terauchi as received by the FAA on January 2, 1987. A comparison of the transcript of the conversations with the air traffic controller (ref. 4 below) with

Terauchi's testimony shows that, a month and a half after the sighting, he recalled the individual events quite, but not perfectly, accurately and that he confused the order of some of the events. The order of the events as presented in Terauchi's testimony has been modified somewhat in this presentation to make them agree with the order found on the air traffic control tape. (Terauchi's testimony is taken from the English translation of the Japanese original as found in the FAA file on the JAL 1628 sightings.)

(3) Flight path as reconstructed from the radar data package supplied by the FAA (FAA file on the JAL 1628 sighting).

(4) Information obtained from the tape recording of the communications between the airplane and the Air Route Traffic Control Center (ARTCC) (FAA file on the JAL 1628 sighting).

(5) Writing somewhat more than a month after the event, the pilot recalled[2] that the plane first communicated with Anchorage at 5:05 P.M. He correctly recalled that the plane was asked to fly directly to Talkeetna and then take air route J-125 to Anchorage.

(6) The order of events as presented here follows the order in the AARTCC transcript (ref. 11). The order of presentation in the captain's written testimony is somewhat different. It appears that he accurately recalled most of the events which make up the total sighting, but he did not always present them in the proper order. His presentation seems to jump forward and back in time occasionally. The order of events as presented here seems, to this author at least, to be the most consistent with the testimony of the copilot and the flight engineer and with the AARTCC transcript. It should be noted that the lights were first seen by the captain in a location to the left and below the plane where neither the copilot nor flight engineer would be likely to look. Whether or not the captain mentioned them at that time is not known. But all three witnesses recalled seeing the lights remaining in front and somewhat to the left of the aircraft for a number of minutes and then seeing the lights return to the left side as far back as the nine o'clock position. After the lights dropped back farther than that, only the pilot was easily able to see them because of his position on the left side of the plane. Thus the sighting was basically a single witness sighting at the beginning and the end and a multiple witness sighting in the middle.

(7) Notes made by Special Agents Jack Wright, James Derry and Ronald Mickle after the crew was interviewed just after the plane landed at Anchorage on November 17 (FAA file on the JAL 1628 sighting).

(8) Interview of Capt. Kenju Terauchi by Dr. Richard Haines (private communication).

(9) Information found in the January 5, 1987, interview of Copilot Takanori Tamefuji. The difficulty in communicating through an interpreter is evident in the transcript of this interview. At one point the interviewer asked Tamefuji, referring to the arrays of lights ahead and to the left, "And you could distinguish these lights [sic] as being different from the star....?" Tamefuji's response is transcribed as "NNNooo.....," which some might interpret as meaning that Tamefuji couldn't distinguish the lights from stars. But the interviewer immediately continued "....from the stars?" to which Tamefuji replied, "Different is fine." Subsequently Tamefuji made it quite clear that the lights were very different from stars (FAA file on the JAL 1628 sighting.)

(10) Information found in the January 15, 1987, interview of the flight engineer, Yoshio Tsukuba (FAA file on the JAL 1628 sighting).

(11) Transcript of the conversations between the airplane and the

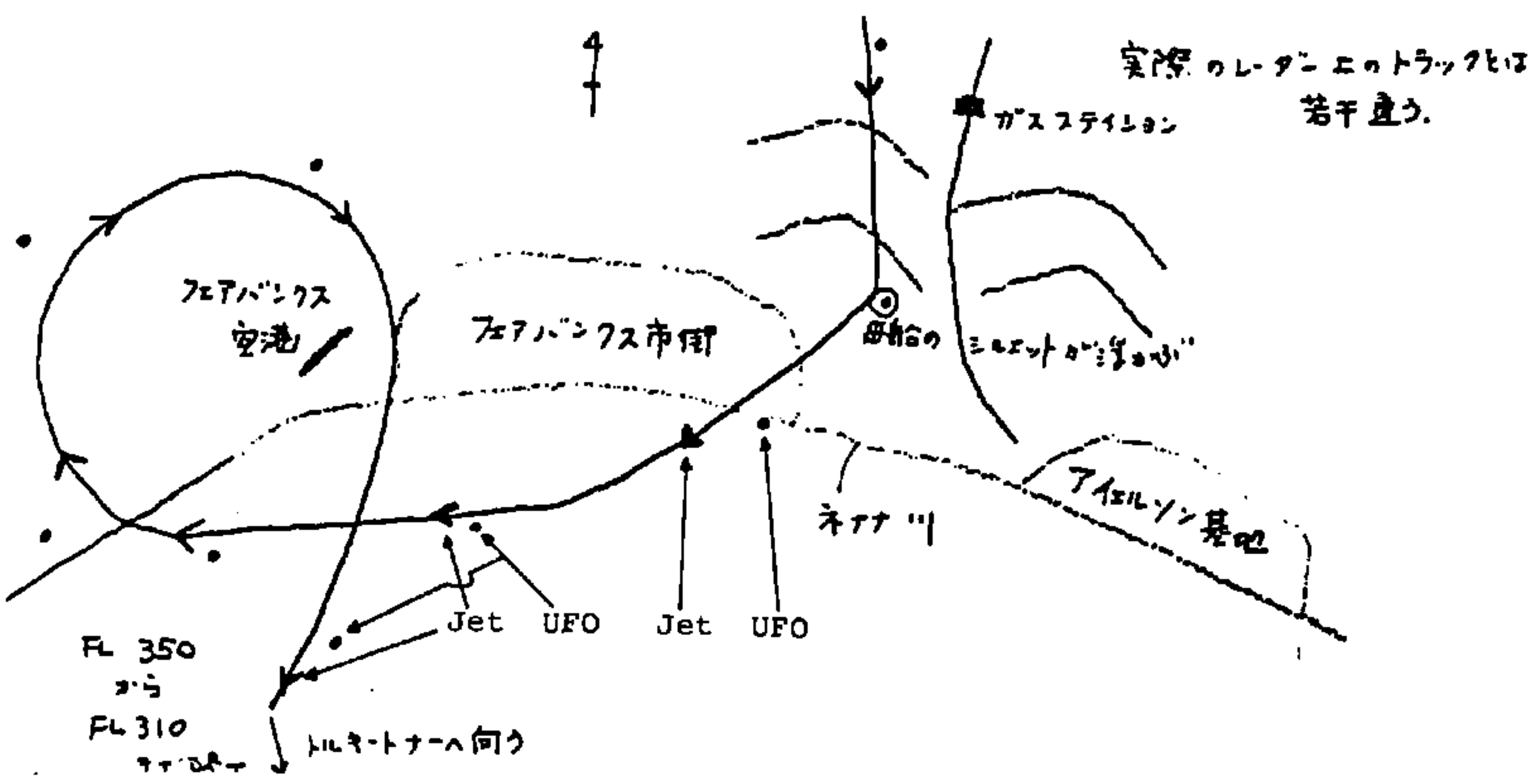


Figure 12: *Capt. Terauchi's event map*

AARTCC and between the AARTCC and the Air Force Regional Operations Command Center (ROCC) (FAA file on the JAL 1628 sighting).

(12) Interview with Capt. Terauchi published in *People* magazine, January 26, 1987.

(13) Personal statement by Carl Henley of the AARTCC, released by the FAA office on December 29, 1986.

(14) "FAA Releases Documents on Reported UFO Sighting Last November" by Paul Steucke, Office of Public Affairs, Alaskan Region, Federal Aviation Administration, U.S. Department of Transport (March 5, 1987).

(15) "UFO Mystery Solved," a press release by the Committee for Scientific Investigation of the Paranormal (CSICOP), January 22, 1987 (Buffalo, New York).

(16) This investigation of the JAL sighting was supported by the Fund for UFO Research.

(17) Klass no longer believes that Jupiter and Mars can explain the arrays of lights that appeared in front of the jet. According to a letter written by Klass, "A revised press release was issued at CSICOP's conference in Pasedena in late April, which indicates that I now believe the 'jet/rocket-engine' type UFO initially reported by Terauchi was a reflection of the full moon, almost directly behind the JAL and at an elevation of about 12 degrees bouncing off the spot clouds that he reported to be ahead and at or just below his own altitude (see transcript at 0222:16)." If Klass had read farther in the transcript, he would have found that Tamefuji actually reported, at 0223:05 or 5:23:05 P.M., that the clouds were below the altitude of the plane. There was some confusion at this point in the transcript because of interference with the transmission of signals. See the text for a more complete discription.

We're Going to Ruin the Ending: The Split-Radar Returns Did It

By KEN WELLS
Staff Reporter of THE WALL STREET JOURNAL

Publishers who sell paperback mysteries for $2.98 may be envious of the Federal Aviation Administration's regional office in Anchorage, Alaska. The office is offering a pricey mystery that's drawing a lot of attention—a $194.30 unbound collection of reports dealing with the celebrated sighting of a UFO by a Japan Air Lines pilot over the Arctic Ocean last Nov. 17.

"We've sold 50 complete packages so far," and received about 300 orders for portions, says Paul Steucke, an FAA spokesman in Anchorage.

Glossy Color Photos

In consideration of UFO-watchers whose resources aren't astronomical, the agency will sell separately any of the 20 items in the collection. These include a $50 cassette recording of the conversation between flight controllers and the JAL crew during the 50-minute encounter, and a $56 set of glossy color photos of radar readouts. The prices are based on the cost of reproducing the materials.

Orders continue to roll in despite the FAA's conclusion—in a separate report that costs nothing—that it couldn't substantiate the sighting. Its technical experts in Atlantic City, N.J., said blips on a radar screen that appeared to confirm an object in the vicinity of the JAL jet were actually "split-radar returns"—shadows of the plane's primary echo.

The conclusion was bolstered, says Mr. Steucke, by a report of a United Airlines pilot who, at the request of Anchorage flight controllers, flew near the path of the JAL jet at the time of the mysterious radar readings. He saw no other aircraft.

The FAA normally doesn't get into either the UFO or the publishing business. But it investigated this incident because an aircraft might have ventured unreported into the airspace of the JAL cargo carrier, which was en route from Iceland to Anchorage, Mr. Steucke says.

A Pilot's View

And though the agency routinely makes certain reports available, it has been as as mystified by the demand for its costly documents as some people are by the sighting itself. But the graphic testimony of Kenju Terauchi, the JAL pilot who reported the sighting, probably hasn't hurt sales.

He told the FAA immediately after the incident that he had been followed by two strands of lights, pulsating with amber glows, and a huge craft that appeared to be a "mother ship." He later said the large UFO was the "size of two battleships" and appeared to be made by "a very high technology and intelligence."

Wall Street Journal, March 12, 1987

Isolated Alaskan Radar Provides Missile Warning, Space Track Data

CRAIG COVAULT/CLEAR AIR FORCE STATION, ALASKA

The isolated U. S. Air Force ballistic missile early warning system site here is providing a manned attack warning capability to back up missile warning spacecraft, and daily satellite tracking data to USAF Space Command.

The Clear AFS BMEWS site is under the direct control of the North American Aerospace Defense Command and the USAF Space Command, and is supported by the Alaskan Air Command.

The 11,000-acre Clear site is located on the northwestern flank of the Alaska Range, about 80 mi. southwest of Fairbanks. Considered an isolated duty station, it is operated by 450 personnel.

The radar site is one of only a few facilities in the world where USAF and Canadian Forces controllers sit and actually watch radar screens to assess any potential ballistic missile attack against North America.

The Clear radar data would help validate missile attack data from other, more automated sources, such as the USAF Defense Support Program's infrared missile warning satellites in geosynchronous orbit.

"The public wants a man in the loop for confidence in warning against attack, instead of just having a computer say something is happening," Lt. Col. James C. Phillips, outgoing commander of the 13th Missile Warning Sqdn. here, said. "Clear provides that manned backup." Lt. Col. Timothy McMahon is taking over command of the site.

While Clear's three 106-ft.-tall, 400-ft.-wide antennas search for Soviet and Chinese ballistic missiles, the most immediate threat to the BMEWS facility here comes from reduced U. S. defense budgets and the sites' aging equipment. The Federal Electric Services, Inc. (FSI) Div. of ITT, which manages the Clear site, recently won a new three-year contract for management of the facility. A key element of the FSI proposal was implementation of a new manpower plan to reduce costs by $3 million per year

The cost-savings plan was important not only for FSI's contract win over Raytheon, but also in helping to keep the site open as a cost-effective operation, according to Alan G. Dion, FSI site manager.

Several USAF officers said the Clear site is an important element in U. S. strategic deterrence, even though it is 25 years old.

Its radars throw beams deep into the USSR. This extra element in warning capability directly deters an attack, officers here said.

The facility went into operation in about 1962, along with similar BMEWS sites at Thule, Greenland, and Fylingdales, England. The Thule site was upgraded to a phased array radar several years ago, and the Fylingdales site is about to be upgraded.

Depending upon future defense budget and operational decisions involving arms treaties between the U. S. and Soviet Union, the Clear site could be given a phased array upgrade in about four years.

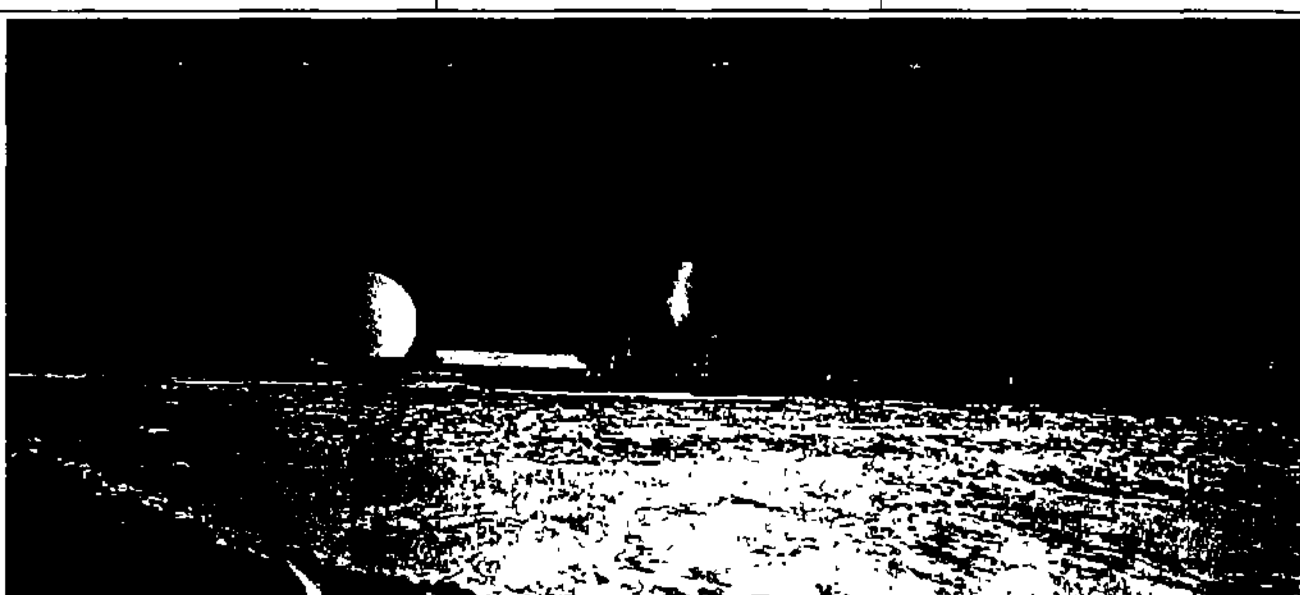
The site functions like a small town, with its own coal-fired electrical power plant and numerous recreational facilities.

The manning is divided among 125 uniformed Air Force personnel, 75 civil service personnel and 250 contractor personnel. Of these, about 80 mission-critical personnel are on duty 24 hr. a day and directly involved in ballistic missile warning and space track observations.

Clear's radars send a 2,500-3,000-mi.-long radar fence into the Soviet Union and toward China.

During a missile attack, tracking data from the site would show the latitude and longitude from which a missile was launched, and also predict the U. S. impact point within about 2 mi. This attack assessment data would be important in determining a U. S. military response.

In addition to missile warning and attack assessment, the site provides extensive space track data to USAF Space Command. USAF personnel here fall under management of the 1st Space Wing,



Two of three 106-ft.-tall, 400-ft.-wide ballistic missile early warning radars sit near the large, round dome housing an 84-ft tracking radar at Clear AFS, Alaska. The radars scan 120 deg. of azimuth to detect Soviet and Chinese ballistic missiles The tracking radar also provides space track data.

Canadian controller who had the primary responsibility of verifying the accuracy of any missile warning data that might appear. The controllers must adjust their radars to prevent interference from the Moon and Earth's aurora, according to Capt. Scott Shepherd, chief of standardization/evaluation here.

Display boards on the walls showed system status and data on simulated incoming missiles.

DAILY EXERCISES

The crews normally run three exercises a day to maintain their proficiency, and in an exercise observed by this editor, the team handled multiple system failures and a missile raid against the U. S.

The exercise opened with the malfunction of a full transmitter building feeding the Sector-1 radar watching China and Sector-2, covering the central USSR. The combat crew worked with contractor personnel to switch to another transmitter building that would feed both the Sector-2 and Sector-3 fans covering the USSR. They also had a 2-min. time limit in which to simulate configuring the 84-ft. dish antenna as a backup to watch the Chinese sector. The move was accomplished within 1 min.

The Sector-3 radar then registered a scanner problem that killed its monitoring capability. Since monitoring the USSR is a higher priority than monitoring China, the crew simulated commanding the dish antenna from its role of backup monitoring of China to backing up Sector-3 monitoring of the Soviet Union.

The crew commander also simulated calling the NORAD missile warning center to tell it that a malfunction had occurred and what was being done about it.

The crew simulated the clearing of interference off their screens. Snowmobiles running in the area around the site will sometimes cause such interference, forcing security police to ask the drivers of those vehicles to leave.

After the malfunction training was complete, the team simulated a missile attack.

A large group of radar targets began moving through the lower beams on fans covering all three regions.

"Mass targets in No. 3 lower," the Sector-3 controller, Senior Airman Tena Buffington called out. Within 5 sec., the targets had disappeared.

A few seconds later the same targets appeared again in the upper beams of the fans and more targets appeared in the Sector-2 lower fan. This indicated a multiple ICBM raid from both China and the Soviet Union was under way, and the missiles were climbing out of the lower beam into the upper beam in a trajectory toward the U. S.

At about 45 sec. into the run, the display boards showed six unknown objects, and at about 1 min. into the run the first launch and impact point locations began to be printed out in the room.

The crew commander began talking with the Missile Warning Center at Colorado Springs while the deputy commander called the contractor consoles to verify the validity of the data. The contractor engineers determined the data was not valid and the exercise was terminated.

Electrical power for the entire radar site is generated by a large power plant adjacent to the tracker antenna.

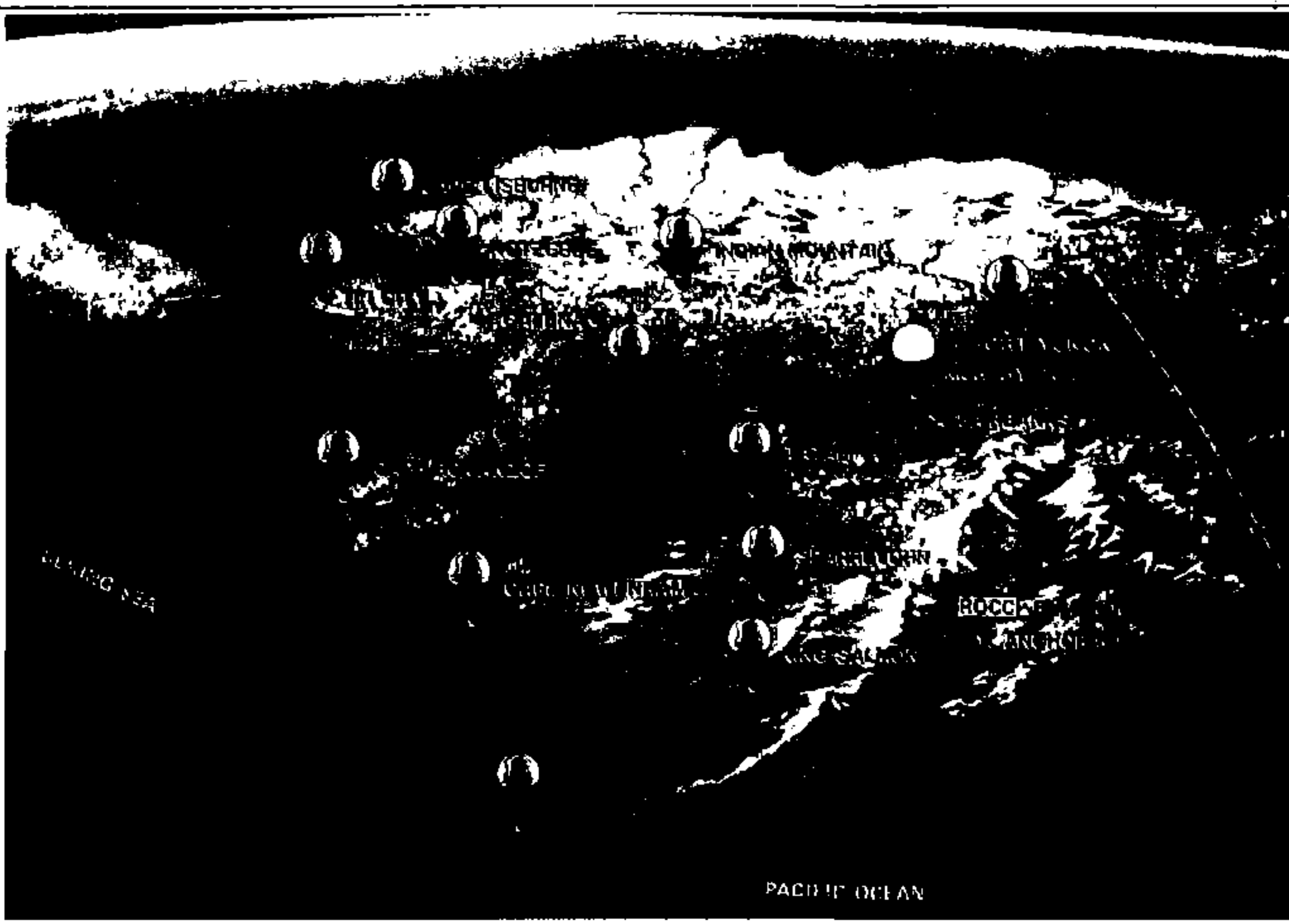
GOOD FOR FISHING

The site can generate up to 22.5 megawatts, but normally runs at 7.8 to 9.6 megawatts. About 90% of that is used to power the radars, with the rest used for housing and utilities.

The missile warning operations here are also good for the local fishing. Water that is used to cool the radar Klystron tubes is channeled to an Alaskan Fish and Game Dept. fish hatchery adjacent to the radars. The hatchery uses the warmed water to grow thousands of trout and other fish for release in Alaskan streams. □

Airborne Intercepts Bolstered With New Radar Data Links

CRAIG COVAULT/ANCHORAGE



Map shows positioning of Alaskan Air Command radars that have just been upgraded with long-range FPS-117 systems under the Seek Igloo program.

Control of U. S. fighter and surveillance aircraft monitoring Soviet activity in the Alaskan Arctic and North Pacific is being improved with the addition of new airborne radar data links here to the North American Aerospace Defense Command's air defense center.

Significant improvements to Alaskan Air Command ground-based radar and communications facilities also have been made.

The NORAD Region Operations Control Center (ROCC) at Elmendorf AFB is about to be upgraded, enabling it to receive real-time data transmissions from Boeing E-3 AWACS aircraft operating in the far reaches of the Alaskan Arctic and North Pacific. This will give the surveillance and weapons control officers in the ROCC at Anchorage the same radar image available on the AWACS.

The upgrade will enhance control of Alaskan Air Command F-15 intercepts of Soviet Bear bombers at increasing distances—a primary objective because of the growing range of cruise missiles carried by the bombers. It also will be useful in providing time-critical information to ROCC commanders on future Blackjack bomber intercept missions, which could occur at higher speeds and at ranges far outside that of ground-based radar.

The data link will furnish more real-time information to the full NORAD battle staffs at Elmendorf and NORAD headquarters, the latter of which is buried within Cheyenne Mt., Colorado Springs, Colo.

> *The control facility is designated 'Top ROCC,' a reference to its location near the top of the world*

The ROCC is in charge of all air intercept activity here. Without the E-3 link, it has had access only to real-time data extending to about 200 mi. from the coast. This is the maximum range of Alaska's ground based radars.

The control facility is designated "Top ROCC," a reference to its location near the top of the world. It is in charge of U. S. air sovereignty and radar surveillance in an arc extending north and westward that roughly follows Alaska's border with Canada.

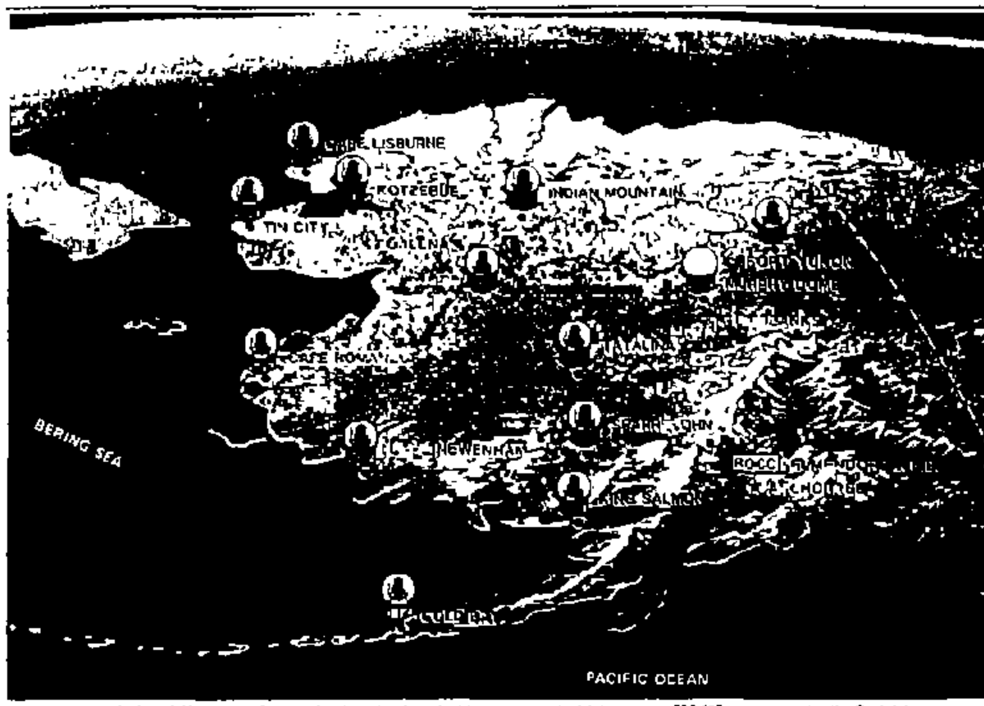
The ROCC/AWACS data link capabilities are scheduled to be operational later this year. Until then, intercepts involving the E-3 will continue to use a "voice tell" technique to keep the radar plots in the ROCC updated on the course of the aircraft being tracked.

This involves the E-3 controller frequently telling the ROCC controller the location and direction of the target aircraft. That information is manually entered into the ROCC's radar scopes to provide data on what is beyond the range of the ground-based radars.

In addition to the new E-3 links, Alaskan Air Command has improved commu-

Airborne Intercepts Bolstered With New Radar Data Links

Craig Covault/Anchorage



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WACT —
Probably will make a good slide, but I couldn't see it reproducing in the Journal very well, plus Schuessler's text was very short, plus this is Klass's old magazine and I didn't want to give him the chance to raise any stink!
— Dennis

pilots, and they have instilled in them a large devotion to duty He said neither of the other two crew members would have even suggested getting up to look. They would just continue monitoring their systems. Lear said an atomic bomb could've gone off out there, but the other two probably still would have waited to have a look until the captain told them to.

RADAR

7) Concerning the two smaller objects not appearing on radar; they were probably too small, but most likely their curved cylindrical shapes represent those inherent to radar-foiling "Stealth" technology. Essentially, sharp edges, flat surfaces, and especially hot engine exhausts cause strong radar returns while curved surfaces do not. The giant UFO simply was too big to not show up at least periodically on the FAA, USAF, and 747 radars. The globe shape with no visible hot exhausts made it difficult to reflect radar beams. Together with modern radar-absorbent materials, the prospect of a strong radar image is made even more difficult. The transcripts also stated the color weather radar onboard the 747 showed the huge globe in green, symbolic of the weakest kind of reflection. Red would be the strongest.

Weather radar operates on a longer wavelength than air traffic control radar. Consequently, it doesn't have the capability of showing up ordinary-sized aircraft. It's function is to show large cloud masses in order to avoid rough weather enroute. Only those objects as large as a cloud would show up, aircraft carrier-sized, stealth-shaped flying objects certainly being roughly of cloud size. If 747's carried air traffic-type radar systems capable of detecting small aircraft, we would already have the often-in-the-news elusive "collision avoidance system", only in the initial stages of experimentation. They only carry weather radars.

8) Klass claimed the reason for the radar image on the 747's scope was the radar refracted off one of the big mountains below. Naturally most people know Alaska is full of tall mountains, including North America's tallest, Mt. McKinley at over 17,000 feet above sea level, so that explanation sounds logical. However, plotting the JAL 747's course over a Sectional Aeronautical Chart showing contoured terrain reveals the majority of the terrain below the 747 during the time of its sighting is low. The only mountain range crossed was about a hundred miles northeast of Fairbanks whose highest peaks rose to 5000 feet above sea level. Subtracting off the ground elevation left highest peaks only in the area of 4000 feet above ground level; hardly tall enough to have an effect on the 747's radar and clearly an explanation that stretches it badly.

9) I also read a newsclip quoting Paul Steucke, FAA Administrator, as saying he had gotten several letters advising the FAA how to scientifically interrogate the pilots, but he said he wasn't going to ask any scientific questions; that it wasn't FAA's responsibility to probe any further. It seems incredible to admit to the press that they weren't going to make an attempt to ask any really meaningful questions.

I have tried to bring out only points I have not yet seen in print, with emphasis on refuting public statements made by Philip Klass.

KLASS CONCERNS

By Budd Hopkins

Budd Hopkins, a leading researcher in UFO abductions, is the author of *Missing Time* and *Intruders*.

Dear colleagues: At some time in the past each of us has probably had the misfortune of encountering one or two UFO investigators who were simply incompetent — ill-informed, filled with zany preconceptions, laden with theory, unable to read the evidence correctly. And when this has happened we have, I hope, done the only thing that these circumstances demand — we have avoided that individual, refusing to allow ourselves to become entangled in any way. It should be clear to everyone by now that Philip Klass is such a man — an incompetent investigator. We must recognize that fact and from now on decline to cooperate with him in any way.

Klass has announced that he is writing a book on UFO abductions. Without any doubt a subject as complex as this demands thorough investigation, probing, face-to-face interviews, psychological testing and so on. In this arena an author will inevitably be judged by his investigatory methods, not his opinions. Now, a few months ago I appeared on the Oprah Winfrey television program with two women abductess, both of whom are intelligent people of good will. Philip Klass also appeared on this program, a circumstance which provided him with a perfect opportunity to research his

book by interviewing the two abductees. I was stunned when he made no attempt to do so either during or after the show. A woman in the audience stood up and began to recount her abduction experience, thereby providing our author with yet another opportunity for an interview after the program. He declined to do so and instead told the woman this: "Speak to Budd Hopkins." The implication was unmistakeable: Hopkins might actually interview people making this sort of claim, but he, Philip Klass, would surely not waste his time doing so.

During the recent MUFON conference in Washington, D.C., Klass observed the panel on abductions and photographed each of the abductees as he or she spoke. One of these was "Kathie Davis," the central figure in my book *Intruders*, a work which Klass has said he is attempting to refute. Yet after the panel and for the entire next day he avoided asking so much as one question of Kathie or any of the other abductees who had spoken. So far as I know Klass has never conducted a single face-to-face investigative interview with any abductee, the individuals about whom he plans to write with authority.

KLASSICAL METHODOLOGY

His methods of investigation, however, are clear. He easily "solved" the Frederick Valentich disappearance over Australia's Bass Strait by simply announcing to Dr. Richard Haines, the leading authority on the case, that Valentich must have been a dope dealer who concocted his own disappearance and then stole the aircraft!

Now Klass, so far as I know, never visited Australia. He never met or interviewed any of Valentich's family, teachers or colleagues, never, apparently, acquired *any* first-hand knowledge of the event before pronouncing such a scandalous "solution". There is precisely the same amount of evidence that Philip Klass is, say, a child molester, as there is that Frederick Valentich is a drug smuggler — namely, none whatsoever. My analogy, of course, is designed to underline the gratuitous cruelty of such off-the-cuff theorizing.

For investigator Klass, interviews with men and women reporting abduction experiences are obviously irrelevant to a book on abduction experiences. The answer comes first, ready-made: since UFOs don't exist, UFO abductions can't exist either. Why bother looking into the reports when it is so much easier just to write a book denouncing them? According to Philip Klass anyone reporting such an experience is by definition either a liar or somehow mentally disturbed, so why trouble oneself by conducting an inquiry?

If these points illustrate Klass's "investigative methods" and his ethical sensitivities, another well-known incident reveals his sense of fair play. When the University of Nebraska hosted a conference on unexplained phenomena in 1983, Klass phoned Robert Mortenson, the University's Director of Conferences and Institutes. According to Mr. Mortenson, Klass stated that many UFO investigators believed the U.S. government was not telling the truth about the UFO phenomenon. Therefore, Klass went on, by promulgating distrust of the U.S. government, UFO investigators were lending support to the Communist movement! Klass's despicable tactic is vintage McCarthyism, but apparently effective; The University of Nebraska had declined to host any more such conferences.

SOLUTION

The solution to our problem is now self-evident. Klass must be treated the way one treats any other grossly incompetent investigator. He must be totally ignored. The day after the Washington conference I made the decision that I will never again receive his phone calls and I will return his letters unopened. I will not appear with him on any television or radio program. I will simply treat him as someone with no competence to speak about UFO investigations. The sad truth is that Philip Klass is to UFO research as Lyndon LaRouche is to political discourse. Conspiracy-theorists, whose strange ideas are set in cement, just cannot be dealt with.

As a corollary, I would like to suggest to the many objective, non-fanatic, gentlemanly members of CSICOP that I will be pleased to talk to those among your membership who are genuinely interested in investigating the UFO abduction phenomenon, no matter what your preliminary hypotheses. Surely the majority of your members must disavow Philip Klass's behavior as strongly as we, from another point of view, would disclaim such unethical and mindless fanaticism emanating from one of our own. All of us, from whatever point of view, should welcome fair criticism and careful, knowledgeable investigation — and condemn bigotry and intellectual intimidation wherever it occurs.

the correct format of "an authentic Truman letter" which, according to Klass, would contain the name and address of the recipient in the lower left corner.

The document, however, is not a "letter" but an executive memorandum, the style and format of which, according to one expert who claims to have handled virtually all of the unclassified and declassified Executive Orders from that era, "looks absolutely authentic." Indeed, *nothing* about this document suggests that it is not authentic--including the date of the memorandum and the typeface used. Moore, Friedman and Shandera say they have strong additional evidence concerning the authenticity of this memorandum and will publish it at a later date.

A third item the debunkers attempt to explain away is the seven-page "Top Secret Eyes Only" Eisenhower briefing paper to which the Truman document was attached. Klass claims that it describes a 1947 UFO crash in New Mexico as if Eisenhower had never heard of it. That judgment cannot be reached on the basis of the data in the document, especially if, as was the case, the primary custody of these materials resided with the Office of the President. Even if Eisenhower had been informed of the crash, he would not have known all the details. Eisenhower had already made a public announcement (with presidential approval) in June 1947 (*prior* to the alleged crash/retrieval) that he would assume the presidency of Columbia University around the end of the year. The named members of the Majestic 12 group were all high-ranking scientists, intelligence officers, and technology experts. There is no reason at all why General Eisenhower, despite his many military achievements, would have been considered for membership in such a group. To suggest that the document is "phony" on this basis, instead of the basis of any mistaken information in it (of which there is none), is to engage, at the very least, in conclusion-jumping.

ROSWELL INCIDENT

The CSICOP press release also does not mention the detailed investigation conducted well *before* this document was either received in December 1984 or released. (The documents were sent anonymously to Shandera on 35mm film.) This effort by Friedman and Moore established, on the basis of interviews with nearly 100 different persons coupled with extensive travel, documentation and other legwork, that an unknown object with extraordinary characteristics had crashed outside Roswell, New Mexico, in July 1947; that an announcement to this effect was made by the government; that a cover-up was instigated within 24 hours of that announcement; that alien bodies were found; that material was sent to Wright Field in Ohio for analysis; and that civilians were debriefed and warned to change their stories to conform to official pronouncements.

Five individuals involved in the Roswell event, including the Air Force officer who led the original retrieval, have testified that strange symbols were attached to portions of the crashed vehicle. These symbols are mentoned in the MJ-12 document. Klass does not mention that the 12 persons named as members of Majestic Twleve all had high-level security clearances and close interlocking of past activities.

In summary, none of the many questions raised thus far concerning the alleged Eisenhower briefing papers and accompanying documents leads inevitably to the conclusion that they are counterfeits. At least one former U.S. senator (and presidential candidate), Barry Goldwater of Arizona, has stated on the record that when he attempted to find out the truth about UFOs, he was "denied this request" and that the matter "is still classified above Top Secret." The senator said he had heard that a plan was underway to "release some, if not all, of this material in the near future."

Mark Rodeghier, scientific director of the J. Allen Hynek Center for UFO Studies, made the following statement about ten MJ-12 documents: "The Center for UFO Studies has not yet concluded that the documents from Moore and his colleagues are either authentic papers or a clever hoax. We, in fact, are currently seeking an independent, unbiased, investigation of the documents' authenticity. We do claim, however, that no evidence (of which we are aware) exists that conclusively proves the documents to be false, and we encourage further investigation of these extraordinary papers."

JAL: KLASS DISPUTED

By Lindy Whitehurst

I have been looking into the claims made by Philip Klass and comparing them to the transcripts of the pilots and to the FAA reports on the Japan Air Lines flight 1628 over Alaska. The following represents what I have found and what I have not seen in print.

1) Klass claimed Jupiter and/or Mars were in the precise direction of the two bright UFO's at the time of the sighting. Using my computer programs to reconstruct the location of the sighting (Alaska latitude and longitudes), time, date, and directions of Jupiter and Mars, I have found large deviations from Klass's claims.

At the initial sighting of the UFO, the JAL flight was at Longitude 144 degrees West and Latitude 67 degrees North about 2:14 am GMT or 6:14 pm Alaska Standard Time. The pilot reported the UFOs at the 11 o'clock position while the 747 was on a course of 220 degrees southwesterly. The 11 o'clock position then places the UFO at an azimuth of 185 degrees (azimuth is measured from north at 0 degrees eastward with east being 90 degrees, south 180 degrees, and west 270 degrees). At that time, Jupiter was at Azimuth 141 degrees and Mars was at azimuth 159 degrees according to my computer program (program by Zephyr Services: oldest and most widely used amateur astronomer software).

This means Jupiter was 44 degrees away from the UFO in an eastwardly direction and Mars was 25.5 degrees eastwardly of the UFO, both being a significant difference. As the 747 did a 360 degree turn over Fairbanks, it took up a heading of 200 degrees toward Anchorage. The 747's last sighting of the UFO came at 2:51 am GMT or 6:51 pm Alaska time. The UFO was described in the 8 o'clock position which translates to an azimuth of 75 degrees. At that time Jupiter was at azimuth 144.5 degrees and Mars was at 163 degrees. Allowing for the course change and the westwardly motion of the planets during the ensuing 37 minutes, Jupiter and Mars moved 3.5 degrees westwardly while the UFO moved 70 degrees eastwardly!

I saw many clippings from newspapers around the country accept Klass's Jupiter/Mars position claims without checking them out. Even the amateur astronomer magazine, "Astronomy," accepted the claim in a brief mention; examples of a gullible "take-it-at-face-value press" simply because Klass is a recognized quotable source.

2) The pilot described the two UFOs as of equal size and brightness. Jupiter at the time was at magnitude of -2.1 while Mars was +0.2 (each integer of magnitude represents a difference of 2.5 times in actual brightness, therefore the difference in brightness between the planets was 5.75 times, with Jupiter being the brighter of course.

3) If Jupiter and Mars were putting on such a show, why didn't the United flight and the C-130 pilots see it also? Both planets didn't set until several hours later. It would be an odd coincidence for such an unprecedented "natural" atmospheric show to end in the two or three short minutes between the last sighting by the 747 and the initial sighting of the 747 by United Air Lines flight 69.

4) Klass claimed the JAL pilots were seeing the UFO while the United pilots could see the entire volume of airspace around the JAL and saw no UFO. He failed to mention the JAL pilots claimed the big UFO vanished shortly before the United Air Lines came into range, which timing can be verified with the FAA transcripts sold to the general public.

REFRACTION?

5) Some newspapers published the pilot's sketch showing the two objects with the numerous individual lights arranged in rows and columns with a dark gap at each one's center, but most papers didn't. Klass claims Jupiter/Mars were at the right altitude to have been what the pilots saw as their UFOs. This intimates one or both of the planets refracted through the dense part of the atmosphere low on the horizon, causing them to appear to dance about, change colors and confuse the pilots. When stars and bright planets are near the horizon, this certainly happens, but they show up only as fuzzy, indistinct blobs.

The key here is that the atmosphere acts as a lens when bright objects are low to the horizon and diverges the light, with the turbulent atmosphere causing them to move about erratically. However, the atmosphere does not have a second lens to focus the image to show any kind of structure at all, such as the distinct rows and columns of lights. Just to be sure, I asked a number of members of the Houston Astronomical Society, all with over 20 years experience observing, photographing, building, and selling telescopes whether it was possible for any low-horizon bright object to show structure through the dense atmosphere. All agreed, it just isn't possible.

6) Klass comments that only the JAL captain saw the huge dark globe and not the other two crew members. The dark globe was visible only from the captain's window on the left side of the aircraft. It did not fly in front of the cockpit as the two smaller objects did. At the Washington, D.C. MUFON symposium, a few of us were asking airline captain John Lear about that. One guy said if he'd been up there, he would certainly have gotten up to lean over the captain's shoulder and look out his window. I was wondering about that, too.

Then John Lear told us we have to understand the oriental mind and their society's discipline. Those were JAL

Sunday Star March 8, 1987

That UFO was just old Jupiter

By Henry Gordon
Special to The Star

Like the Phoenix rising from the ashes, a major UFO sighting surfaces from time to time to titillate the imagination.

Last November a story out of Alaska grabbed headlines across the continent and received major television and radio network coverage for days. Capt. Kenjyu Terauchi, piloting a Japan Air Lines 747 en route to Anchorage, reported an Unidentified Flying Object following his aircraft. Indeed he claimed seeing three of them.

Media reports were quick to point out that unidentified blips were caught on radar screens, which would seem to have corroborated the reports of Terauchi, an experienced pilot, and his crew.

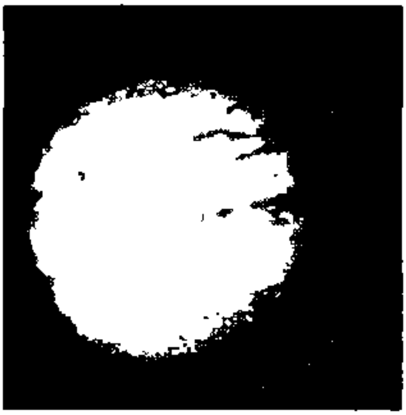
The story was resurrected recently in another Toronto Sunday paper with the author giving strong support to the probability of an extraterrestrial object having been sighted.

Well, he was right. But what he didn't say was that investigation had revealed a natural and prosaic explanation for the sighting: The extraterrestrial object was the planet Jupiter.

Philip Klass, for many years a senior editor of Aviation Week And Space Technology magazine and one of the world's leading UFO investigators, went to great pains to investigate the Alaska claim. His conclusions make more sense than the speculation about flying saucers.

At the time of the UFO incident, the JAL airliner was flying south in twilight conditions, so that an extremely bright Jupiter was visible on the pilot's left, as reported. It was only 10 degrees above the horizon, which made it appear to be around the plane's altitude of 35,000 feet. Mars, not as bright, was slightly lower on the horizon,

Sightings



Jupiter: Photographed by Voyager I spacecraft.

to the right of Jupiter.

The pilot never reported seeing these planets in his radio report to Federal Aviation Administration controllers at Anchorage. He just reported seeing a "white and yellow light."

Many of the colorful details of the incident, as carried by the news media, were based on six-week-old recollections of the pilot. Klass found that many of the details were contradicted by a transcript of the radio messages to FAA controllers while the incident was taking place. Evidently Terauchi had "forgotten" several important details which had a bearing on the solution of the case, and had "remembered" some details which did not occur — a common occurrence in eyewitness recountings.

For example, an important item omitted was that another airlineer, United Airlights Flight 69, heading north to Fairbanks, was directed to the vicinity of Terauchi's Flight 1628 by radar controllers to see if it could spot the UFO.

At 4.48 p.m. Terauchi reported that the UFO was to his far left and about 16 km (10 miles) distant (which was in the direction of Jupiter). At 4.50 p.m. the United pilot reported he coud see JAL, but "I don't see anybody around him."

Another aircraft, a U.S. Air Force C-130 transport in the area, was directed to the vicinity. This crew, too, could spot no other object in that area.

Says Klass: "This is not the first time that an experienced pilot has mistaken a bright celestial body for a UFO, nor will it be the last."

In his interview with the media, Terauchi described seeing two small UFOs, in addition to a large one. The transcript reveals him reporting two lights, not three, and thereafter referring to only one in his radio report.

"My suspicions that this UFO might be a bright celestial body were prompted by the fact that the pilot reported seeing the object for many minutes," said Klass.

Another clue was that when Flight 1628 descended 4,000 feet, the UFO still appeared to be at the plane's altitude. At Jupiter's great distance this change in altitude would produce no apparent change in the planet's apparent altitude. This is the same effect one gets when watching the moon from a moving automobile. It always seems to be in the same place.

The claims of radar sightings are easily explained. Radars operating in mountainous terrain can receive spurious echoes when radar energy bouncing off an aircraft is reflected a second time from mountains. This is quite common. In addition, in this case a spurious echo appeared briefly *behind* the aircraft whereas the pilot reported the UFO was in front or to the left.

Shortly thereafter, while the pilot was still reporting a UFO, there were no further blips seen on the radar screens.

☐ **Henry Gordon is an international lecturer and broadcaster.**

STANTON T. FRIEDMAN
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PS I agree that the People Mag article re the JAL case was indeed poor!!

STF

Mr. James W. Moseley
POB 1709
Key West, FL 33041 USA

Feb. 14, 1987

Dear Jim:

Rarely has the intellectual bankruptcy of anti-ufology been more clearly demonstrated than with Phil Klass' explanation of the JAL UFO sighting as Jupiter and/or Mars. I spoke with the FAA, have read their report, collected other information and even viewed a slide of how Jupiter and Mars looked the night of the sighting.Some facts ignored by Phil include that the UFO was observed on the aircraft weather radar; That the ground radar observer observed the primary UFO over an extended period of time; that the primary UFO station kept with the 747 through an extended period of time and flight at different altitudes;that the drawings made by the crew immediately upon landing show an object with a large sold angle not a point object.Jupiter and Mars fail all of these tests. In addition the pilot has more than 10,000 hours as a pilot and has been flying polar routes for more than 2 years. To suggest that he is unfamiliar with the planets in skies which are usually quite clear during long winter nights is patently absurd.

Perhaps even more reprehensible is the fact that the pilot speaks rather poor English and is now stationed in Japan.. Obviously he is not in a good position to sue Phil for the libelous or slanderous accusations which amount to suggesting total incompetence I would expect that Phil has not talked to the crew with or without an interpreter. It seems strange that Dick Haines a scientist with considerable professional experience concerning perceptual skills spoke to the pilot through an interpreter with a PhD for three hours and came away completely convinced that Jupiter and Mars could not explain the case. It reminds me of Phil's investigation of the Roswell Incident. Despite the fact that Bill Moore and I have talked to 91 persons involved in the case, Phil has talked to none and yet claims he has explained it away!! It is no wonder I was able to note more than 20 mistakes in his treatment in his last book-fantasy.Despite persistent claims on his part that no secrets can be kept from the Woodward-Bernsteins of Washington, DC , Press corps, he has still failed to provide a copy of even one of the more than 150 documents about UFOs that the NSA states it is withholding or even an unexpurgated version of the Top-Secret NSA affidavit to a federal court judge justifying Non-release.

Incidently the interest in UFOs certainly seems to be very high. I spoke at 7 college campuses in 5 states and provinces in a one week tour. Many overflow and very enthusiastic audiences. Many friendly radio , TV, and newspaper interviews.My documentary movie"UFOs Are Real"has played in several cities (TV) including New York. Videotapes are still available (VHS-or Beta) for only $40. US for the 93 minute full color Hollywood production. Hopefully all will ignore the last 2 minutes about Billy Meier which I tried to keep from being included.

Also I have been working full time on a study for Environment Canada on the use of electron beams for the treatment of powerplant flue gas to reduce acid rain. And I have started a new company SCAT Science and Technology Inc. to provide a unique Canadian service with regard to monitoring home radon levels. Busy time... regards

Stan

Feb. 20, 1987

Dear Walter Andrus:

How very sad that the passing years seem to have turned a once gentle, and gentlemanly, person like yourself into someone who is so very embittered and so very intolerant of views different from his own.

To the best of my recollection, I have not levelled caustic barbs at you because of your belief in UFOs, either in my letters or in any of my book or articles.

Nor have I levelled your repeated accusations of a "closed mind" on the issue of UFOs. I subscribe to and read The MUFON UFO Journal and to the International UFO Reporter. Do you subscribe to and read CSICOP's publication, The Skeptical Inquirer?????

I am delighted that MUFON has seen fit to put out a press release challenging my own analysis, for that is the modus operandi of scientific methodolgy--challenge and counter-challenge on scientific controversies.

Unlike you, I do not reject dialogue with those whose views on UFOs (or other issues) differ from my own, even if I doubt that such dialogue will change their views. I enjoy having my views challenged, for it forces me to re-examine them more carefully.

Finally, I shall study carefully your report on the JAL incident when I receive my February issue of The MUFON UFO Journal.

Based on what you claim is a more thorough MUFON investigation, I assume that your published account will include the fact that United Airlines Flight #69 was vectored to the vicinity of JAL but could see NO UFO despite the fact that JAL reported the UFO was directly in front of United. And that the USAF C-130 flight crew also in the vicinity was unable to see the UFO that JAL was reporting. Unlike Capt. Terauchi, surely MUFON will NOT "forget" to include these all-important facts.

With sincere hopes that your bitterness will subside and that your tolerance for the rights of others to their own views will grow, I remain,

Phil

MUFON Mutual UFO Network, Inc.

103 OLDTOWNE ROAD
SEGUIN, TEXAS 78155 U.S.A.

WALTER H. ANDRUS, JR.
International Director

A Texas Non-Profit Corporation

Telephone:
(512) 379-9216

February 16, 1987

Please Address Reply To:

Mr. Philip J. Klass
404 "N" St. Southwest
Washington, DC 20024

Dear Phil:

Thank you for your "prosaic explanation" of the JAL 1628 sighting over Alaska on November 17, 1986. I could proceed to shoot down some of your points as totally inaccurate or twisting of the facts, however you have already made up your mind and committed yourself. I suggest that you will have to wait to receive the February 1987 issue of the MUFON UFO JOURNAL to learn what really happened in Alaska. (I interviewed some of the participants by telephone.)

I would like to make one point crystal clear, which you totally ignore when you repeatedly refer to "six-week old recollections of the pilot of JAL flight 1628; he remembered some colorful details; forgot several inportant events, etc." All three crew members were interviewed immediately upon landing their Boeing 747 on November 17, 1986 at Anchorage by FAA investigators headed by Mr. Jim Newberry, FAA Security Manager. My facts are quoted from this investigation, not the reopening of the inquiry by the FAA after Christmas. A full page report was made by Sam Rich, FAA controller on November 17 of the incident. Mr. Rich's report and Mr. Newberry's investigation confirm in writing exactly what took place. How can you as an "armchair Ufologist" sit in your apartment in Washington, D.C. and tell competent people in Alaska what they saw and ignore the facts to fit your own "prosaic explanation"? It is amazing that you know more about the sighting than the actual participants.

MUFON submitted a News Release to Associated Press rebutting your incongruous "claim that the pilot saw nothing more than the planet Jupiter and maybe Mars." In the past you have come up with some wild stories to explain a UFO sighting "to your own satisfaction," however your ridiculous claims on this case have reached a new high in absurdity.

To carry on a dialogue with you is utterly foolish, and I apologize for having done so in this brief correspondence. I shall not let it happen again. Your efforts to explain away something that does

not exist is an exercise in futility. Some of us wonder what motivates you in this negative quest for the answers to the UFO phenomenon. Do not bother to answer since my time can be better utilized in constructive and positive investigation and research.

Sincerely,

Walt Andrus

Walter H. Andrus Jr.

P.S.: I have enclosed an appropriate
Note Pad for you.

WHA:vc

PHILIP J. KLASS
404 "N" ST. SOUTHWEST
WASHINGTON, D. C. 20024
(202) 554-5901

Feb. 10, 1987

Mr. Walter Andrus, Jr.
MUFON
103 Oldtowne Road
Seguin, Tex. 78155

Dear Walter:

This is in response to your recent comments on the results of my investigation into the Nov. 17, 1986, UFO report by a Japan Air Lines 747 pilot.

I regret that the AP account of my findings as published in the San Antonio Light was a much abbreviated version of my report submitted to and released by CSICOP.

I therefore enclose a copy of my original, submitted to CSICOP before departing on my ski vacation, in the hope that you might find some of the newly revealed details of interest. Especially the fact that United Airlines Flight 69 and an Air Force C-130 both were vectored to the vicinity of the JAL 747 and neither could see the "UFO" being reported by JAL--for reasons explained in the report.

Reference your unwillingness to participate in my UFO survey, that is your inalienable right and will be so noted in whatever I write.

Sincerely,

Phil Klass

PHILIP J. KLASS
404 "N" ST. SOUTHWEST
WASHINGTON, D. C. 20024
(202) 554-5901

Feb. 10, 1987

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Sincerely,

Phil Klass

EXTRATERRESTRIAL OBJECT INVOLVED IN JAPAN AIR LINES PILOT'S UFO SIGHTING, ACCORDING TO LEADING UFO INVESTIGATOR

Buffalo, N.Y. /--/An investigation of the incident in which an Unidentified Flying Object reportedly paced a Japan Air Lines 747 enroute to Anchorage, Alaska, for nearly 40 minutes on Nov. 17, 1986, reveals that at least one extraterrestrial object was involved--the planet Jupiter, and possibly another--Mars.

The investigation was conducted by Philip J. Klass, an internationally recognized skeptical UFOlogist and chairman of CSICOP's UFO Subcommittee. His investigations have yielded prosaic explanations for many famous UFO cases during the past 20 years.

At the time the UFO incident began near Ft. Yukon, the JAL airliner was flying south in twilight conditions so that an extremely bright Jupiter (-2.6 magnitude) would have been visible on the pilot's left-hand side, where he first reported seeing the UFO, according to Klass. Jupiter was only 10 degrees above the horizon, making it appear to the pilot to be at roughly his own 35,000 ft. altitude. Mars, slightly lower on the horizon, was about 20 degrees to the right of Jupiter but not as bright.

Although the very bright Jupiter, and less bright Mars, had to be visible to JAL Capt. Kenjyu Terauchi, the pilot never once reported seeing either--only a UFO that he described as being a "white and yellow" light in his initial radio report to Federal Aviation Administration controllers at Anchorage.

Many of the colorful details of the incident carried by the news media, largely based on the six-week old recollections of the pilot of JAL Flight 1628, are contradicted by a transcript of radio messages from the pilot to FAA controllers while the incident was in progress.

For example, news media accounts quoting the 747 pilot said that when he executed a 360 deg. turn the UFO had followed him around during the turn. But this claim is contrary to what the pilot told FAA controllers at the time.

During the pilot's media interviews, he "remembered" some colorful details which did not really occur, judging from his earlier radio reports to the FAA, and Terauchi "forgot" several important events that would challenge his claim of being paced by an unknown craft.

For example, that another airliner, United Airlines Flight 69, heading north from Anchorage to Fairbanks, had agreed to deviate slightly from its course to allow FAA radar controllers to vector it to the vicinity of the JAL 747, while maintaining

safe altitude and distance separation, to see if the United crew could spot the UFO.

At approximately 4:48 p.m., as the United flight neared JAL, Terauchi reported that the UFO was to his far left and about 10 miles distant--which was in the direction of Jupiter. At roughly 4:50 p.m., the United pilot reported he now could see JAL but a short time later the United pilot said: "I don't see anybody around him."

Shortly afterwards, the JAL pilot reported that the UFO now was "just ahead of United" which is where Jupiter would appear to be from Terauchi's location. The United pilot would not notice Jupiter because it was to his right while his attention was focused on JAL which was to his far left.

Shortly afterward, the pilot of a USAF C-130 transport in the area volunteered to be vectored to the vicinity of the JAL airliner to see if he could spot any object near the airliner. The C-130 crew readily spotted the JAL 747, but they too could not see any object in its vicinity.

"This is not the first time that an experienced pilot has mistaken a bright celestial body for a UFO, nor will it be the last," Klass said. In one case, investigated by the late Dr. J. Allen Hynek in the early 1950s, a military pilot chased a "UFO" for more than 30 minutes, which turned out to be the bright star Capella. In this case, as with the recent Alaska incident, a radar operator reported briefly seeing an unknown blip on his radar scope.

During World War II, B-29 pilots flying at night from the Mariana Islands in the Pacific to bomb Japan reported being paced by a mysterious "ball-of-fire" which B-29 gunners tried, unsuccessfully, to shoot down. Some Army Air Corps intelligence officers suspected the object was a long-range Japanese aircraft equipped with a powerful searchlight, to illuminate the B-29s so they could be attacked by fighter aircraft, but such attacks never materialized. Finally, the mysterious glowing object that seemed to pace the B-29s was identified. It was Venus, which was particularly bright at the time.

More than 25% of all UFOs reported during a 15-month period to the Center for UFO Studies (created in 1973 by Hynek) turned out upon investigation to be a bright planet or star. Some eyewitnesses reported that the celestial UFO "darted up and down," or "wiggled from side-to-side," and a variety of shapes were described.

In the Capt. Terauchi's recollected account to the media six weeks after the incident, he described seeing two small UFOs in addition to a large one. But the transcript reveals that the

pilot only briefly reported seeing two lights, not three, and thereafter he referred only to one in his radio communications with FAA controllers.

News media accounts of the UFO incident stressed that one unidentified object had been detected by a USAF radar in the vicinity of the 747's "blip", which seemed to confirm the pilot's visual sighting. However, radars operating in mountainous terrain such as that where the UFO incident occurred can receive spurious echoes when radar energy bouncing off an aircraft is reflected a second time from mountains and snow-covered terrain.

When the pilot first reported seeing the UFO, FAA traffic controllers--ever concerned over the risk of a mid-air collision---requested that radar controllers in an Air Force Regional Operations Command Center examine their displays to see if they could spot an unknown intruder. A radar operator there spotted something, but was unsure whether it might be a spurious echo. However, the echo appeared only briefly and was behind the 747 whereas the pilot had reported that the UFO was in front or to the left of his aircraft.

Later, as the JAL 747 came within range of an FAA radar at the Fairbanks International Airport, a radar controller there was asked if he could spot another object in the vicinity of the airliner. Although the JAL pilot still was reporting a UFO, the controller replied that there were no unknown blips in the vicinity of JAL 1628.

On Jan. 11, the Capt. Terauchi again reported seeing a UFO while flying in approximately the same part of Alaska. But after an FAA spokesman in Anchorage suggested that this UFO might only be lights from a distant village bouncing off clouds, the JAL pilot acknowledged that this could explain his second UFO sighting.

The transcript of radio communications during the Nov. 18 incident indicates that there were broken clouds at or below Flight 1628's altitude, which may help explain Capt. Terauchi's mistaking Jupiter for a UFO.

Even a scientifically trained former Navy officer, who would later become President, once mistook a bright planet for a UFO. The "victim" was Jimmy Carter and the incident occurred about 7:15 p.m. on Jan. 6, 1969, following his talk to the Lions Club of Leary, Ga. As Carter later recalled the incident, he spotted the UFO in the west at an elevation he estimated to be about 30 deg. An investigation conducted by Robert Sheaffer, vice-chairman of CSICOP's UFO Subcommittee, was complicated by the fact that Carter had recalled an erroneous date for the incident. Once Sheaffer managed to determine the correct date, he found that a brilliant planet Venus was to the west and about 25

deg. above the horizon, where Carter reported seeing the UFO.

Klass credits astronomers Nick Sanduleak and C.B. Stephenson, of Case Western Reserve University, in Cleveland, for their valuable assistance in computing the positions and bearings of bright celestial bodies relative to the 747 airliner at the time of the incident.

"My suspicions that this UFO might be a bright celestial body were prompted by the fact that the pilot reported seeing the object for more than 30 minutes," Klass said. "Past experience has shown that when a UFO remains visible for many minutes, it almost always proves to be a celestial object." Another clue was the fact that when Flight 1628 descended 4,000 ft., the UFO still appeared to be at the airliner's altitude. At Jupiter's great distance, a change of 4,000 ft. in aircraft altitude would produce no noticeable change in the planet's apparent altitude.

Klass, who was a senior editor with Aviation Week & Space Technology magazine for nearly 35 years until his partial-retirement this past June, as been investigating famous UFO cases as a hobby for more than 20 years. His most recent book on the subject is "UFOs: The Public Deceived," published by Prometheus Books, Buffalo, N.Y.

--30--

MUFON Mutual UFO Network, Inc.

103 OLDTOWNE ROAD
SEGUIN, TEXAS 78155 U.S.A.

WALTER H. ANDRUS, JR.
International Director

A Texas Non-Profit Corporation

Telephone:
(512) 379-9216

Please Address Reply To:

NEWS RELEASE

A professional astronomer for the Mutual UFO Network has challenged the explanation offered by Philip J. Klass, that Capt. Terauchi Japan Air Lines veteran pilot saw nothing more than the planet Jupiter and possibly Mars on the night of November 17, 1986 when the pilot reported to the F.A.A. the observation of 3 UFOs over Alaska

Mr. Klass' approach to "solving" some UFO sightings is highly questionable. He will select a prosaic natural phenomenon and then grossly exagerate both what the phenomenon is capable of doing and what the witness imagined that it is doing.

It cannot be argued that the planet Jupiter, coincidentally shone in the approximate direction of the pilots <u>initial</u> sighting, And atmospheric effects <u>can</u> cause bright planets and stars to appear to move and change brightness, color and shape. Viewing planets from any moving vehicle can also cause these celestial objects to shift position.

However, Mr. Klass ignored some crucial facts. Jupiter - or Jupiter and Mars together (which were separated by about 19 degrees) - does not in the slightest resemble the pilot's description of seeing 2 cylinders flying parallel to each other, each arrayed with rows of lights and each rotating in an opposite direction.

Nor does the third UFOs appearance fit the Jupiter hypothesis. The pilot at one time glimpsed this object as an oval <u>silhouette</u>

looking much like a walnut with a protruding rim containing lights, and with a band through the middle. The pilot obviously was impressed by something of immense size, something that may have appeared simultaneously on the aircraft's radar. If it is assumed that the blip was not a false weather target, planets do not show up on radarscopes.

Furthermore, if press reports are accurate, the large object eventually dropped behind the plane far away from Jupiter's position in the sky.

And finally, planets do not just disappear in a clear sky as the UFOs were reported to have done.

Perhaps worst of all, the planet explanation makes a liar out of the Japan Air Lines veteran pilot for over 20 years, who must have been aware of the bright planet or star visible from his cockpit night after night last fall.

Despite the pilot's apparently solid background and experience, his sighting may yet turn out to have some conventional explanation. But,in my opinion Captain Kenju Terauchi did not mistake Jupiter and/or Mars for the 3 UFOs he said he had observed.

It is quite remarkable that Philip Klass, in his published claim, has contradicted or ignored the testimony of Jim Derry, FAA Security Manager and Paul Steucke FAA spokesman in Alaska, who interviewed the flight crew; Sam Rich, FAA controller on duty at the time of the sighting; and the other two flight crew members of JAL 1628, First Officer Takanori Tamefuji and Flight Engineer Yoshio Tsukuda.

Walter N. Webb, is an astronomy consultant to the Mutual UFO Network, Inc. (MUFON), headquartered in Seguin, Texas; a scientific organization dedicated to resolving the UFO phenomenon.

Associated Press
Ave, E & 3rd St
San Antonio, TX 782--
(512) 222-2713

John Lumpkin } Dallas,
Christy Gagley } (214) 220-2022

David Sedeno
Correspondent

1/30/87

JAL pilot spotted Jupiter, not UFO, investigator says

Associated Press

NEW YORK — A Japan Air Lines pilot who claimed to have seen a UFO alongside his airplane in November was seeing an unusually bright image of Jupiter and possibly Mars, an investigator said Tuesday.

Philip J. Klass said astronomical calculations show that on Nov. 17, the night of the sighting, Jupiter was extremely bright and was visible precisely where the pilot reported that he saw the UFO.

Mars was just below and to the right of Jupiter, and may explain the pilot's initial report that he saw two lights, Klass said.

Klass, an editor with the magazine Aviation Week and Space Technology and a long-time investigator of claimed UFO sightings, said the pilot's claims that the object followed him as he made a 360-degree turn are contradicted by what he told flight controllers.

Klass' report was issued by the Committee for the Scientific Investigation of Claims of the Paranormal in Buffalo, N.Y., an organization of scientists.

"This is not the first time that an experienced pilot has mistaken a bright celestial body for a UFO, nor will it be the last," Klass said.

CALIFORNIA

☆ Marin Independent Journal, Wednesday, January 28, 1987

B

culations show 'UFO' must have been Jupiter

ORK (AP) — Astronomical show that a Japan Air Lines pilot who claimed to see an unidentified flying object over Alaska last November was actually looking at Jupiter and possibly Mars, says a new report.

"This is not the first time that an experienced pilot has mistaken a bright celestial body for a UFO, nor will it be the last," said the report by Philip J. Klass, a longtime investigator of claimed UFO sightings

"Jupiter was only 10 degrees above the horizon, making it appear to the pilot to be roughly at his own 35,000-foot altitude," the report said.

The planet also was unusually bright, and located exactly where the pilot said he saw the UFO. The pilot, Capt. Kenjyu Terauchi, never mentioned seeing Jupiter or Mars.

Mars was just below and to the right of Jupiter, and may explain Terauchi's initial report that he saw two lights, Klass said.

Klass said Tuesday he has found, in hundreds of UFO investigations, that "they've all turned out to have prosaic explanations." He spoke in a telephone interview from Colorado, where he is vacationing.

The Buffalo-based Committee for the Scientific Investigation of Claims of the Paranormal, which issued Klass' report, is an organization of scientists who investigate claims of UFO sightings, ESP occurrences and other so-called paranormal phenomena.

Klass, who heads the organization's UFO subcommittee, has been investigating UFO sightings for more than 20 years.

In his report, he said Terauchi's claims that the object followed him as he made a 360-degree turn are contradicted by what he told flight controllers at the time.

Terauchi was over Alaska enroute from Europe, via Iceland, to Tokyo when he saw the mysterious light.

A United Airlines flight and an Air Force C-130 cargo plane that were in Terauchi's vicinity at the time of the claimed sighting were asked to look for the object, and neither reported seeing it.

SAN ANTONIO LIGHT

A2/WEDNESDAY, JANUARY 28, 1987

UFO lights identified as planets

NEW YORK (AP) — A Japan Air Lines pilot who claimed to have seen an unidentified flying object alongside his airplane last November actually was seeing an unusually bright image of the planet Jupiter and possibly Mars, an investigator said Tuesday.

Philip Klass said astronomical calculations show that on Nov. 17, when the pilot claimed to have seen the UFO, Jupiter was extremely bright and was visible precisely where the pilot reported that he saw the UFO.

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Klass, an editor with the magazine Aviation Week and Space Technology and a longtime investigator of claimed UFO sightings, said the pilot's claims that the object followed him as he made a 360-degree turn are contradicted by what he told flight controllers.

John Leyden, a spokesman for the Federal Aviation Administration in Washington, quoted from a summary of conversations between the pilot and ground controllers in which the pilot reported losing sight of the object after completing his turn.

The object reappeared a few moments later, according to the FAA summary quoted by Leyden.

The pilot, Capt. Kenjyu Terauchi, was over Alaska en route from Europe, via Iceland, to Tokyo when he claims to have sighted the object.

Paul Steucke, a spokesman for the FAA in Anchorage, said that Terauchi told FAA officials in an interview that the object stayed with him as he turned.

Press Statement

Mr. Klass's approach to "solving" some UFO sightings is highly questionable. He will select a prosaic natural phenomenon and then grossly exaggerate both what the phenomenon is capable of doing and what the witness imagines it is doing.

It cannot be argued that the planet Jupiter coincidentally shone in the approximate direction of the pilot's initial sighting. And atmospheric effects can cause bright planets and stars to appear to move and change brightness, color, and shape. Viewing planets from any moving vehicle can also cause these celestial objects to shift position.

However, Mr. Klass ignored some crucial facts. Jupiter — or Jupiter and Mars together (which were separated by about 19°) — does not in the slightest resemble the pilot's description of seeing two cylinders flying parallel to each other, each arrayed with rows of lights and each row rotating in an opposite direction.

Nor does the third UFO's appearance fit the Jupiter hypothesis. The pilot at one time glimpsed this object as an oval silhouette looking much like a walnut with a protruding rim containing lights, and with a band through the middle. The pilot obviously was impressed by something of immense size, something that may have appeared simultaneously on the aircraft's radar. If it is assumed that the blip was not a false weather target, planets do not show up on radarscopes.

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in a clear sky, as the UFOs were reported to have done.

Perhaps worst of all, the planet explanation makes a liar out of a veteran pilot who must have been aware of the bright planet or star visible from his cockpit night after night last fall.

Despite the pilot's apparently solid background and experience, his sighting may yet turn out to have some conventional explanation. But, in my opinion, Captain Terauchi did not mistake Jupiter and/or Mars for the three UFOs he said he observed.

Walter N. Webb

MUFON Astronomy Consultant
January 31, 1987

Richard Hall 1/29/87

1. Put Phil Klass in his place.
2. Call in astronomy background
3. AP
4. Walter Webb called 1/29/87
   Will write an article refuting Phil Klass

JAN. 29, 1987

TO: CHARLES P. WARD
2831 GILLAM CIRCLE
ANCHORAGE, AK 99517

FROM: WALT ANDRUS ✓

SUBJECT: PERSONAL INTERVIEW WITH CAPT. KENJU TERAUCHI (KENJYU ?)

MUFON
MUTUAL UFO NETWORK, INC.
The Scientific Investigation of Unidentified Flying Objects
PHONE 512/379-9216
WALTER H. ANDRUS, JR.
International Director
103 Oldtowne Road
Seguin, Texas 78155 U.S.A.

PHILIP KLASS' CLAIM TO FAME IS BEING A DEBUNKER. HAVE YOU EVER HEARD SUCH A DISREGARD FOR THE FACTS. HE ONLY USES OR ALTER THE FACTS TO FIT HIS PERSONAL EXPLANATION. HE WILL NEVER CHANGE SO WE IGNORE HIM. (IT TOOK HIM A MONTH TO CONTACT THIS ABSURD EXPLANATION.)

SINCE CAPT. TERAUCHI LIVES IN ANCHORAGE WITH HIS FAMILY, PLEASE MAKE AN APPOINTMENT (BETWEEN FLIGHTS) TO INTERVIEW HIM FOR THE ~~[struck out]~~ MUTUAL UFO NETWORK AS PART OF OUR INVESTIGATION. WE WOULD LIKE TO PUBLISH YOUR INTERVIEW IN THE MARCH 1987 EDITION OF THE MUFON UFO JOURNAL. I WROTE AN EXTENSIVE REPORT FOR THE FEBRUARY ISSUE. PLEASE ARRANGE THIS AS SOON AS FESIBLE. THANKS.

Walt Andrus

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A2/WEDNESDAY, JANUARY 28, 1987

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TRY TO OBTAIN A B&W PHOTO FROM THE LOCAL NEWSPAPER OF TERAUCHI PREFERABLY IN

WE CAN USE COLOR IF THAT IS ALL THEY HAVE. SEND MUFON A BILL IF THERE IS A CHARGE.

Walt

65 Lake Suzanne Acres
301 N. Main Street
O'Fallon, Il 62269
4 Feb '87

Dear Walt,

I'm sending you this copy of a package I sent to the editor of the Belleville, Illinois News-Democrat to use as you see fit. I was so furious at the article on Philip Klass calling him a "UFO investigator" and at his outrageous remarks concerning the Japan Airlines crew sighting over Alaska that I just had to get the ball rolling in an effort to discredit him.

I doubt very seriously that the newspaper will ever print my letter but, at least, I have gone on record as raising my voice against the inane blatherings of a self-styled "UFO expert" who is damaging our cause.

I'm sorry I didn't get to see you the last time you were in our neighborhood. I sincerely hope I can share some "UFO tea" with the Andrus's again some day soon.

My best to you and Jonnie -

Clarence Dargie

answered 2/13/87 [initials]

C. O. DARGIE
65 LAKE SUZANNE ACRES
301 N. MAIN ST
O'FALLON, IL 62269

30 JAN 87
Editor
Belleville News-Democrat
Belleville, Ill

65 Lake Suzanne Acres
301 N. Main Street
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Dear Editor,

I want to set the record straight on an article published in your paper on Wednesday, 27 Jan 87 (I enclose a Zerox copy) in which Mr Philip J. Klass, an editor of an aviation magazine based in Washington, DC, is identified as a UFO investigator.

Please be advised that Mr Klass is not a UFO investigator in any accepted sense of the word. To my knowledge, he has never left the comfort of his office to go to the scene of any given UFO sighting for a first hand assessment of the terrain, interrogation of witnesses, evaluation of equipment, etc. Yet, he is one of the first to call a press conference and explain what happened.

In the latest case, he announced (attachment 2) that the pilot of a Japan Air lines cargo jet over Alaska mistook the planets Jupiter and Mars for UFOs. He arrived at that amazing conclusion from a distance of 4000+ miles away by reading a transcript of the event! He does not mention that both the Air Force and the FAA acknowledged a second radar image on the scopes in addition to the jet during the time the pilot was making a radio report of the incident.

Mr Klass did not go to Alaska to interview the flight crew, the Air Force and FAA air traffic control personnel, the people who interrogated the crew, etc.. A true investigator would never make such a public announcement without first conducting a complete and thorough

on-site investigation and thus defend his findings.
In order to establish my credentials for writing this letter I would like you to carefully read the enclosed exchange of correspondence relating to attempts to obtain a copy of a classified Air Force message relating to a similar UFO incident over Tehran, Iran, in September of 1976. I have blocked out the name of my source of information at his request.
There are some parallels here. The Japanese pilot said one of the objects appeared to be as large as two aircraft carriers end-to-end. The secondary objects were much smaller. The hereto attached "sanitized" copy of the USAF classified message says the object seen over Tehran was so huge and brilliantly lit that it could be seen from 70 miles away. It also mentions smaller objects that appeared to leave from and re-enter the larger object. The large object was also detected on radar, as was the one over Alaska.
The USAF message FROM TEHRAN, IRAN was sent to the Defense Intelligence Agency (DIA) and retransmitted by that office to the Joint Chiefs of Staff, with information copies to the CIA, the White House, the Chiefs of Staff of the Air Force and the Army, the Chief of Naval Operations, etc. I have spelled out on the message the plain language translations of the message addressees since military acronyms are often confusing to the layman.
Also note there is a denial of any aircraft

damage and no injuries/deaths connected with this incident (see Office of the Assistant Secretary of Defense letter of 5 July 77). The USAG TEHRAN message at first talks about two F-4 aircraft and crews. Later, in subparagraph E on the third page, it mentions only one aircraft crew. I have received informal information since that the first F-4 aircraft to contact the UFO failed to return to the airfield and the aircraft and crew were never found. However, I cannot substantiate that information because a second, follow-up message from Tehran did contain further details on the fate of the airplane and crew but all attempts to obtain even a sanitized version were denied on the basis of national security.

Mr Klass, after his usual thorough in-office investigation, summarily dismissed the whole incident by announcing that "a night duty officer listened to some Iranian pilots discussing an aircraft malfunction and decided to make up a message about it because he was bored and had nothing better to do."

The author of the message was, in fact, USAF Colonel Frank B. McKenzie, a career officer and Defense Attaché to the Iranian government. Suffice it to say, an officer in his position would not fabricate such a bizarre story and send it to the Joint Chiefs of Staff, who in turn would send it to the White House and other interested agencies.

I leave you to draw your own conclusions as to the validity of Mr Klass' statements.

I know this is a long and drawn out letter and I don't expect it will ever be seen in print. I do hope, however, you might see fit to at least publish a condensed version of my rebuttal to Mr Klass' latest findings in the interest of balanced reporting on a controversial subject. The public has a right to both sides of this issue. Mr Klass does us an injustice with his distorted statements.

Sincerely

Clarence O Dargie, USAF, (Retired)

Belleville (Ill.) News-Democrat Tuesday, January 6, 1987

FAA steps up investigation of UFO report

ANCHORAGE, Alaska (AP) — The Federal Aviation Administration has stepped up its investigation of wavering lights that dogged a Japan Air Lines cargo jet across Alaska's night sky for nearly an hour in November, an official said Sunday.

"We're looking at it to ensure that somebody didn't violate airspace we control," said FAA spokesman Paul Steucke. "We looked at it about six weeks ago, but since then we've gotten a lot of public interest, so we went back and re-interviewed the pilot."

The veteran pilot, Kenji Terauchi, told investigators that two of the lights were small, perhaps no larger than eight feet across. He said the third light was on an aircraft, a huge darkened globe with a diameter of perhaps two aircraft carriers placed end-to-end, Steucke said.

Terauchi said the large UFO showed up on his cockpit weather radar. But images on military radar screens at the time were dismissed as "clutter," and a blip that showed up on FAA screens was analyzed as a coincidental "split image" of the aircraft, Steucke said.

Radar tapes, transcribed interviews and radio messages are to be sent to the FAA in Washington, D.C., later this week for review, Steucke said.

A JAL spokeswoman said Sunday that Terauchi was on a flight to Europe and was unavailable.

The pilot reported the lights were yellow, amber and green, Steucke said, but not red, the international color for aircraft beacons.

atch F

Pilot saw Jupiter, not UFO, investigator says

NEW YORK (AP) — A Japan Air Lines pilot who claimed to have seen an unidentified flying object alongside his airplane last November was actually seeing an unusually bright image of the planet Jupiter and possibly Mars, an investigator said Tuesday.

Philip J. Klass said astronomical calculations show that on Nov. 17, when the pilot claimed to have seen the UFO, Jupiter was extremely bright and was visible precisely where the pilot reported that he saw the UFO.

Mars was just below and to the right of Jupiter, and may explain the pilot's initial report that he saw two lights, Klass said.

Klass, an editor with the magazine Aviation Week and Space Technology and a long-time investigator of claimed UFO sightings, said the pilot's claims that the object followed him as he made a 360-degree turn are contradicted by what he told flight controllers at the time.

John Leyden, a spokesman for the Federal Aviation Administration in Washington, quoted from a summary of conversations between the pilot and ground controllers in which the pilot reported losing sight of the object after completing his turn.

The object reappeared a few moments later, according to the FAA summary quoted by Leyden.

The JAL Capt. Kenjyu Terauchi was over Alaska enroute from Europe, via Iceland, to Tokyo when he claims to have sighted the object.

Paul Steucke, a spokesman for the FAA in Anchorage, said that Terauchi told FAA officials in an interview that the object stayed with him as he turned.

Steucke said the FAA would be releasing the results of its own investigation in mid-February.

According to Klass, who reviewed a complete copy of the transcript, the pilot never reported seeing Jupiter or Mars, even though they were clearly visible.

Klass's report was issued by the Committee for the Scientific Investigation of Claims of the Paranormal in Buffalo, N.Y., an organization of scientists who investigate claims of UFO sightings, ESP occurrences and other so-called paranormal phenomena.

Klass, who heads the organization's UFO subcommittee, is the author of "UFOs: The Public Deceived."

Morris Simoncelli, a spokesman for Japan Air Lines in New York, said, "We have no position on this as the airline. The captain said he saw something he reported it. He followed procedures."

"Jupiter was only 10 degrees above the horizon, making it appear to the pilot to be roughly at his own 35,000-foot altitude," said Klass in his report.

Belleville (Ill.) News-Democrat Wednesday, January 28, 1987

atch 2

UFOS & SPACE
昭和52年11月2日第3種郵便物認可 毎月1回1日発行 昭和56年10月1日発行 通巻75号
編集人 矢沢潔 発行人 橋本幸雄
発行所 株式会社ユニバース出版社 〒108東京都港区高輪2—20—23高輪中央ビル☎(444)1521

日本国外務省UFOファイル/コリン・ウィルソン直筆

定価五八〇円

雑誌コード08945—10 ISSN 0389-763X

11月号予告

第3次世界大戦シュミレーション

GSW転向論文

UFOは米連邦政府が黒幕だ！

仰天／湖上の最大UFOをキャッチ

沖縄嘉手納基地にUFO続々！

ヒエロニムスの〝超科学マシン〟

台北通信 超人の訪れ

英「フォーティアン・ジャーナル」編集長ロバート・リカード氏に現地インタビュー

●都合により内容を変更することがあります。

編集後記

★本誌のアメリカ通信員デニス・ステーシーにはまったく参りました。ロンドンに飛んでコリン・ウィルソンにインタビュー、という快挙を成しとげたものの、原稿は遅れに遅れ、8月下旬にようやく到着、それにも増して全米UFOシンポジウムの現地報告ときたら、締切りをすぎた8月25日に緊急郵便という、忍耐力の尽きかけたありさまだったのです。それでもなんとか今月号に掲載したいという副編集長中村省三が他の重要事を犠牲にして翻訳、ムリヤリ間に合わせたというわけです。ステーシーにはゲンコツを、中村省三には賞金を!?
★カリフォルニア州立大学教授アルビン・ローソン氏が来日、教授とは8月15日夜、銀座で会うことになっていました。ところが当日、地震のため新幹線が止まり、朝から関西に出かけていたローソン夫妻は帰京が深夜になってしまい会えませんでした。翌日西下した氏は京都から電話をくれ、次の機会を待つことにすると同時に、氏の最大論文の本誌掲載について話を決めたのです。次号にのせる予定です。
★久しぶりにとんでもないUFO写真を入手しました。全長数十メートルはある円筒型の巨大な機体、一列に並ぶ丸窓、銀灰色のなめらかな表面。次号ではカラーページで多数のコンピューター分析写真とともに掲載します。　(Y)

投稿歓迎

本誌ではUFOおよび一般ミステリー問題に関する原稿、写真、研究発表等を広く募集しています。原稿はなるべく原稿用紙（タテ書き）をご使用ください。なお、投稿された原稿はお返しいたしません。
あて先　〒108 東京都港区高輪2－20－23　高輪中央ビル4階
ユニバース出版社『UFOと宇宙』編集部

UFOと宇宙　1981年10月号　第75号
定価　五八〇円　送料六〇円
発行──昭和五十六年十月一日
（月刊　毎月二〇日発売）

編集人──矢沢　潔
発行人──橋本幸雄

発行所──株式会社　ユニバース出版社
住　所──〒108　東京都港区高輪二-二〇-二三高輪中央ビル
電　話──〇三（四四四）一五二一～四
振　替──東京一-一一九四七八
印刷所──株式会社サンニチ印刷

■定期購読料　半年間三五〇〇円（六冊、送料共）　1年間七〇〇〇円（十二冊、送料共）
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ユタイン方程式に、それらを一体化する「考え」が存在するのかもしれない。このアインシュタインの考えは、今まで見てきたように形式上、アインシュタイン方程式にすでに存在している。残された課題は、アインシュタイン方程式が唯一の式で、これ以外にはないということが証明されればよいのだ。その証明が、ユーフォロジストの夢であり、アインシュタインの夢でもあり得るのだ。いわば、

ユーフォロジスト＝アインシュタイン

の形で示されるともいえる。

この夢は、まだ実現していないが、正夢であろうことは、状況証拠からみてほぼ確実である。

ユーフォロジストが学ぶべきことは、さきほど述べた結論(i)と(ii)である。この結論そのものが、社会科学の原理にもなる。

マックス・シェーラーは、「バラの花は庭をも飾る」といった。この直観が社会科学の始まりだと、マックス・ウェーバーもいっている。バラの花とは何か。一目見て、なんとも不可解な印象を受ける。

今、バラの花の物理的幾何学的な形をψとしよう。人間の理性をXとすると、理性がψに働きかける作用は Xψ と表わせる。これが不可解という固有値を持つのだから、その固有値を?!と書けば次の式が得られる。

?!ψ＝Xψ

不可解と思うのは錯覚ではなく、不可解という気持は研究されたものだと考えてよい。Xは理性、固有値は感覚と同定してよい。そうすると、

xψ＝Xψ

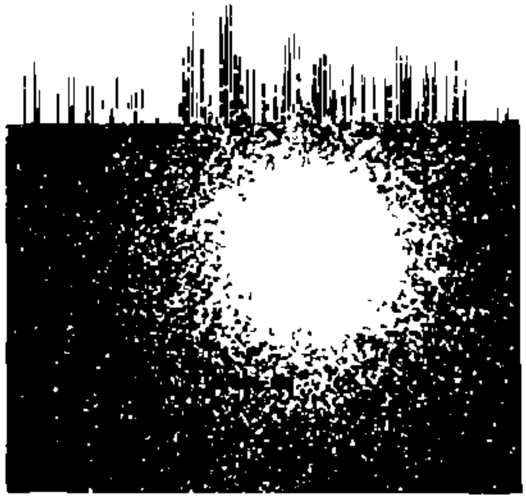
というように、?!という固有値にxという解をだせる。諸般の事情がわからなくても、は確定する。

不確定性の時代というのはありえず、Xを正しく作用させたら、xという解が得られるのだ。地球全体の状態をψとし、「恒久平和」という固有値xを求めるには、どんな理性Xが必要だろうか。人類の状態が（時間的に）どのように移り変わってもxに対応するXは不変的にあるはずだ。この不変性は、さきほどの等式の共変性によって保証されるだろう。

ユーフォロジストの任務は、x＝恒久平和となるように、Xをあらしめることである。

「全体の破壊を避けることが、なによりも優先されねばならぬ」

最後に、このアインシュタインの平和原則を紹介したところで、本稿の目的は達成されたわけである。■



空間飛行は可能でありうるということだけは正しい。

$$R_{jk}-\frac{1}{2}G_{jk}=kT_{jk}$$

は左辺は幾何学、すなわち、時空の存在を示唆するが、右辺のTjkは、これが左辺の時空を表わせる元（素）だということである。

これが、アインシュタインおよびマッハの考え方であった。この考えが正しいかどうかはわからないが、「物質なしに時空はありえない」という考えが正しいという可能性は誰も否定できない。しかも、この考えは、「なるほど」と思えるし、こう考えなければ、すべてが自己矛盾に陥るということもわかる。この「わかる」ということを

具体的に考えてみよう。

右の式の1つの解として、「膨張収縮模型」がある。これについての証明はなされている。膨張し終わって収縮を開始し、収縮の極限では時間は、空間が1点に（多点の場合もある）収縮したときに、ピタリと止まってなくなる。

たとえばその時間を今から測って、1400億2千16万5431時間58分1秒後だとしよう。そうすると、さらに2秒後を考えうるが、それには、リアリティがない。その時点でピタリと時計が止まる。その時、宇宙の半径は、$r\to 0$で、$r=0$まで行きつく。$r=0$がありうるためには$\delta(r-r')$を考えるとよい。そういう数がありうることは証明ずみだ。$r=r$すなわち$r=0$まで行きつく。しかし、物質Tjkは消滅しない。そうすると、Tjkは点になく、点から超脱しており、超空間的にある。このTjkは時空に存在しない。どこにあるのかという疑問はナンセンスだ。少なくとも「超空間」に存在しているということがありうる。

次に、3次元とは何かを考えてみる。一般に時空体は、無限次元とするのがよいだろう。そういう無限次元時空的様体にあって3次元とはn次元とn+3次元の間、すなわち、「3次元間」と考えられる。この3次元間が収縮し、時空の消滅の物質Tjkを$_n(T_{jk})^{n+3}$と書き、座標が飛んだ物質だと考える。この物質は消滅しないから隣り合う3次元間に移ったと考えられよう。すなわち、

$$_{n-3}(T_{jk})_n$$

である。この3次元間で、時空を取り、以上と考えてよい。すなわち、$_{n-3}$次元とn次元の間の3次元間が膨張しはじめると考えるのだ。そこで、

$$_{n-3}\left(R_{jk}-\frac{1}{2}G_{jk}R\right)_n=U_n\left(R_{jk}-\frac{1}{2}G_{jk}R\right)^{n+3}$$

が、右辺の収縮され一点$(x_1-x_1')\to 0$のx_1だとし、左辺の膨張点$(x_2-x_2')\to 0+\Delta 0$のx_2だとすると、

$$U(x_2-x_1)=\delta(x_2-x_1)$$

という関数δがありえよう。これを超デルタ関数とする。一般に、収縮後の座標を一方の時空でx_1、他方の時空でx_2としたとき、

$$\delta(x_2-x_1)=\begin{cases}1 & (x_2-x_1)\\ 0 & (x_2\neq x_1)\end{cases}$$

で、x_2が1対1の対応でx_1に対応しうる$\delta(x_2-x_1)$の関数がありえよう。そうすると、今度はさらに$x_2\equiv x_1$で収縮膨張関係が対応すると考えると（そういう数字がありうるとすると）、再び、$_{n-3}(\cdot)_n$の時空から、$_n(\ \ )^{n+3}$の時空に発生し得ることもある。すなわち、超空間飛行が可能である。

こういう考えは、δ函数の拡大化を予想するだろうが、ありうるであろう。あるということを確かめられる$\delta(x_2-x_1)$が発見されていないだけのことかもしれない。このδ函数の発見された日が、超空間飛行が可能であると証明できる日である。ユーフォロジストの中からそういう天才が遠からず出てくることを信じて、この話は終わりとしよう。

残された課題

さて、今までわかったことは、2つある。1つは$x^2+y^2+z^2=x'^2+y'^2+z'^2$に見られる「共変原理」であり、もう1つは、$aX=bX$で、Xがあってもなくてもよい、すなわち、

$$aX=bX \Longleftrightarrow a=b$$

とする数の存在で、Xは絶対にあるが、Xはあってもなくても変わりはないという原理だ。結局、

(i) 命題は共変的であること。

(ii) 何かがあるが、その何かはあってもなくても、どちらでも同じである。

という2つのことが抽象された。そして、この2つは、アリストテレスになかったことである。(i)、(ii)は別個独立の考えだが、もしかして、アインシ

幾何学の選定の段階　すなわち、場の方程式をつくる段階で量子化されるべきで、量子化の処方のしかたにより、場の方程式の形はそれぞれに違ってくる。できあがった方程式の中の場を勝手に変えることは、原則的に許されない。この見落としが錯覚である。

量子化は、$ds^2=G_{jk}dx^jdx^k$ の段階で G_{jk} または、これと一緒に dx^jdx^k についてなされねばならない。G_{jk}を使って求めた $\Box^2 G_{jk}=0$ などの G_{jk} を量子化するのは、偶然の一致による正しさがある場合があるが、それ以外には誤りとなる。このことに気付かないと、「アインシュタインの場の方程式からは量子論は導き出せない」という結論をインフェルトと同様に下さざるをえない。

第3番目の原因は　アインシュタインが物理学界から訣別したことによる。この時の訣別の話から、ディラック、ヨルダン、フェルミらをかきたてたのだが、結局　逆方向になってしまったのは　第2番目の理由の錯覚による。

アインシュタインはユーフォロジスト

確かに今世紀前半スピンはめぐったが、研究者らもアインシュタインをめぐった。しかし、引退した彼から若い人たちに伝わってくる信号は、ほとんど跡絶えた。過去の英雄たちが、彼と連絡しあっていた時代である。ワイル、パウリ、ディラックらのほんのわずかの人たちだけである。そして、ワイルを通じてふと漏れてきたのがゲージ理論である。つまり、第3の原因は、この人の「孤高」にある。

$$R_{jk}-\frac{1}{2}G_{jk}R=kT_{jk}$$

に至る手続き上で G_{jk} などに量子化などの処法を施すことがなされるのは、まだかなり先のことだろうが、その処法はまさに座標の設定法であるから、Super-coordinate（超座標系）といった調子の概念が持ち込まれるだろう。これは、私の個人的見解で夢でもあるが、ユーフォロジストと同床異夢ということではないと願う。

以上で　物理学のターゲットが場にある、ということを描写できたと断信する。そして　2本のレールが敷かれており、同じ終着駅に行きつくのであろうと想像するのか　かなりの確率で正しいということもはっきりさせ得たと確信する。これで本論の目的は達成されたはずである。

量子論においては、粒子と波動との関係として(1)粒子→波動　(2)波動→粒子、(3)粒子⇔波動の3通りを考えてきた。そして　アインシュタインの考えが、これまでにおいて唯一の「すっきりした解決」を与えており少なくとも粒子であることはわかった。しかしそれ以外については、何もわかっていなかった。波動でもあることはほぼ確か（実験によっても波動現象を示しているか、粒子の確率的な捉え方が波動的であるのかもしれない）だが、根拠は何ひとつない。

これらの問題を解決することが重要なわけではないが　疑問に振りまわされることによって　ユーフォロジストにとって、とくに重要なことが明らかになった。場の量子化である。これまで、数学的な話もずいぶんとしたが、いちおう　理解していただけたものと確信している。

超空間飛行は可能だ

これまでは、客観的に正しいと確定されていることだけを記述してきた。ここから先は、極端には、ウソ八百と考えておかねばならない。ウソ八百とはなにごとだ、といわれそうだが、超

れるという、思いきった試みが開始された。

場の各点にありうる物質――つまり、時空連続体の任意の各点にぎっしり入りうる（ありうる）物質――が、「1個か0個か、または無数任意個か」の2シリーズで、区別されるという理論体系へ発達した。これが素粒子論の核心である。

前者は、消滅したり発生したりで、ただ1個がそのような現象を起こすフェルミ粒子。後者は、ばらばらっと数個でも1万個でもよいが、互いに区別できず、そのうちの任意の個数があったりなかったりするボース粒子。

こういう現象は、人の理性的好奇心を揺り動かしてくれる。とくに、パズル好きの人を喜ばせるのだが、最初にこんなことをいいだしたのが、「ディラック・パズル」を発明したことで有名なディラックであった。（素粒子パズルは、場という思想を離れて面白いので、パズル好きのユーフォロジストは研究してみてはいかがだろうか）

この量子化は、第2量子化と称され、用語自体の不適切さに対する批難があるようだが、第2回目というのか、第2番目というのか、要するに、実測量の量子化に続いて、ノンオブザーバブル（波動関数）がその代表例…すなわち典型的には場を量子化することだから、2つ目の量子化ともいうべきものである。

▶ドイツの物理学者ハイゼンベルク

この点について、「アインシュタインの場の方程式」の〝場〟は、従来のままであるから古臭いというわけだ。その前に、やっておくべき可測量さえ量子化されていないから話にならないというわけであるが、これが錯覚である。

アインシュタインの場を量子化することは、ナンセンスかもしれない。彼の思想は、「拡大された（等価原理を含む）共変性を充足する場がありうるための条件を明らかにすること」である。それらが場の方程式と称されるものである。それは、場によって記述されたものをも含むかもしれないが、それに限らず、場のあり方を規定する方程式（その方程式は物理法則であるとは限らないが）をも含み、それに基ついて物理法則を与えるための場を提供することにあるのだ。

それゆえ、$ds^2 = G_{ik}dx^i dx^k$ の G_{ik} は、それ自体がすでに量子化されていてもよい。G_{ik} はきわめて一般的に与えられており、制限は原則的に付されていないし、付すつもりはない。

その証拠に、1917年頃の場の方程式だけが場の方程式ではなく、1950年頃に、別なものを導いている。彼自身が構造を調べる段階で G_{ik} には自分から制限を付してしまったことになるが、付したものはたまたま付されただけで、「付さねばならぬ」とする意志はない。実際には制限が付されているため、「重力波の方程式」は不満足なものになっているが、前人未到の領域を開発しているわけだから、最初は制限つきのものに誰しも取り組むであろう。制限の種類によって、場の一般的条件もシリーズに分類されるだけで、アインシュタイン個人は、対称場と非対称場の2シリーズを開発したわけである。

物理学のターゲット

いったん、場の方程式として規定した場を量子化するのは、手続上、結果的に同じことになることもあろうが、考え方が間違っている。

読者投稿

今世紀前半から、物理学はアインシュタインの相対論を基軸に回転してきた。残された課題は、彼の方程式が唯一絶対だと証明することだ。そのとき、恒星間旅行も可能となり、物理学と社会学の連接点も明確になるだろう。これは、とりもなおさず、ユーフォロジストの夢でもある。

相対論と量子論が、その結婚当初から別居状態におちいった根本原因は、前号で指摘したように、偶然意識が潜在しているからである。そもそも、ディラックの方程式に特殊相対論が内在しているというのは、ありえないと考えられるほど偶然的なものだったのだ。これに比べたら、宝くじの1等に当たる確率のほうがはるかに大きい。

これに加えて、相対論と量子論の関係には、別居状態を引き起こすようないくつかの客観的原因があった。

まず最初は、ディラックの解の曖昧さである。

ハイゼンベルクが不確定性原理を発表したものの、心ある人々はこれを受け入れなかった。ボルンやエーレンフェストはなんとか妥協点を見出そうとしたが、なかには不確定性原理に完全に見切りをつけた人々もいた。ディラック、ヨルダン、パウリ、フェルミ、朝永らの一群である。彼らは場の量子論へ突き進み、ついに観測量確定性を決定づけて、量子論を完成させた。

ことに、ディラック、朝永の解の文字通りの厳格性が定まると、量子論は特殊相対論で充分だということになった。一般相対論のような別のものを付加したら、余計困ったことになり、自己矛盾におちいってしまう。

かといって、アインシュタインの努力を嘲笑するのも無礼だし、それ自体正しそうな外観をしているので、認めないというわけにもいかない。そこで、一般相対論は、電気力、素粒子間力からみて、10^{-40}も小さい[illegible]の重力だけを記述するものだということになる。

ところで今は、宇宙のことを考えてみたところで、一般相対論の差し当たっての実用性は考えられない。むしろ大開道でかつ実用性のある数式1本への道を歩むのが、現代に生きる人の務めだ。

相対論派は、一般相対共変的ディラック方程式を考え出すことに成功した上で、一般相対論は、強い重力場におかれた水素原子の輻射を記述するものだと考えて、宇宙の背景輻射を解釈し、膨張という相対論的宇宙モデルで宇宙の始まりを見きわめようとする、趣味的物理学を細々とやっているというのが現状である。

第2番目の歴史上の原因は、誤解にある。

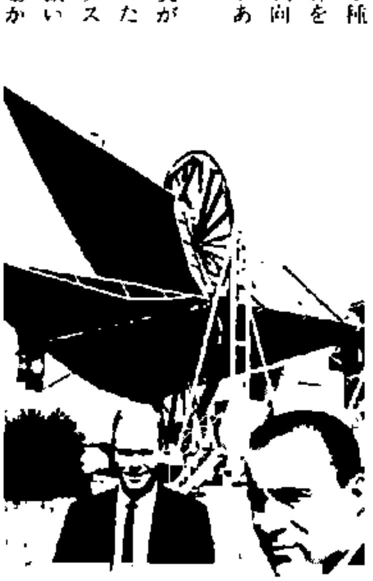
アインシュタインの夢は統一にある。もし成功したらそれは、統一場理論と名付けられる準備ができている。1920年当時は、電気力と重力との統一をなせばよかったが、現在ではこれに弱い核力と強い核力を含めた合計4種類の場を統一しないと統一場の呼称を与えられないということになり、風向きが変わってきた。この点で誤解がある。

ニュートンが、リンゴの木から実が落ちるのを見てユニバースを見抜いたように、アインシュタインはマックスウェルの場を見て、場の本性を見抜いたのである。彼の〝統一〟とは、場から場を起源としてすべての物理学法則を導き出し得る基礎となる「場のための方程式」を見つけ出すことにあった。

〝場〟の認識に大革命

もう1つ、すなわち、第3番目の実際上の原因は1940年以降の話となるが、それは錯覚にある。

このころ、〝場〟というものの認識度合に大革命が起きる。〝場〟の概念は不変だが、場そのものの研究段階に入った。この点は後に述べるが、量子論は、さらに量子論化する。それまでは、実測量（たとえばエネルギー）が量子化されていたにとどまっていたが、場はその各点で、それ自体が量子化さ

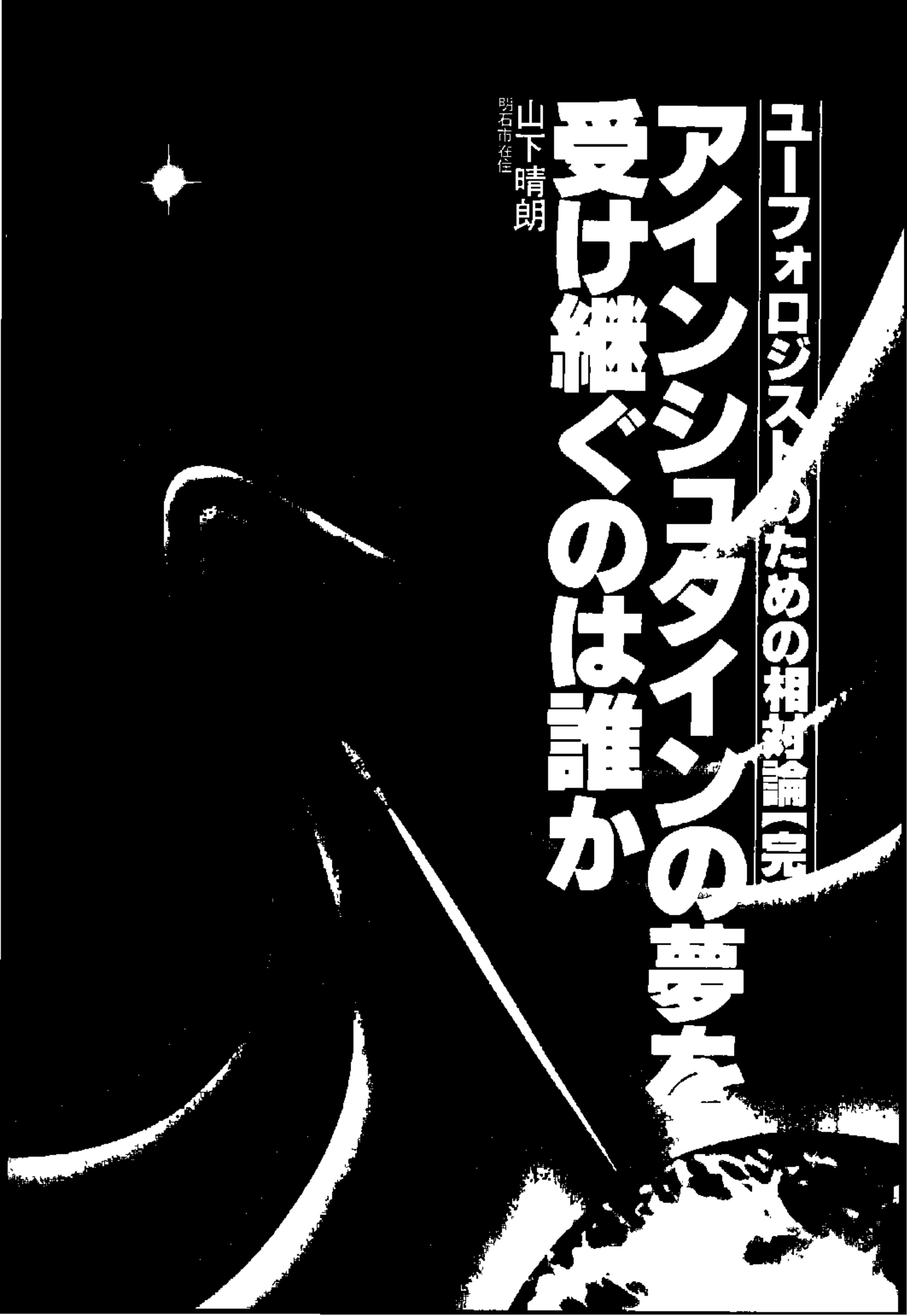


◀宇宙の背景輻射を発見したウィルソン(左)とペンジャス(右)。

ユーフォロジストのための相対論【完】

アインシュタインの夢を受け継ぐのは誰か

山下晴朗
明石市在住



(ト[illegible]トアル(?製品)を2万5000円で。付属品一[illegible]ています。2[illegible]使用しただけ[illegible]。中林[illegible](〒114 東京都北区上中里2-15-5 [illegible])

★アルファトーン2(橋本電子製)2万9500円を1万5000円で、T・K・ハーリー博士開発、自律訓練製の「自律訓練法テープ・6本セット」2万5000円を1万3000円で、両方セットの方には2万5000円で。往復ハガキで連絡を。[illegible](〒[illegible]-05 [illegible]県[illegible]山市安積町日出山・[illegible]1-21-[illegible])

★ナショナル マイコン付[illegible]トレコーダー204に[illegible]プロテープ3本とクリーニングテープをつけ、定価1万9900円を1万円で。送料共。[illegible]さい。西村康生(〒52? B[illegible]大堀町568)

★バイオフィードバック リラクゼーション訓練用バイオモニター一式(テープ4本、モニター、センサー、ヘッドホーン、説明書)4万5000円を3万円程度で。新品同様。60円切手同封の上、年齢、希望価格、モニター希望理由を明確に書いて封書で。[illegible]子(〒099-65 北海道紋別郡[illegible]町屯田市街)

★ソニーミニラジオカセットを2万円位で。ハガキか手紙で連絡を。志賀裕子(〒396 長野県伊那市西町区[illegible]4852)

★バンダイのエレクトロニクス・ゲーム「ゴルフコンペ」、サラブックス「世界のUFO」の「UFO目撃多発地帯」「宇宙人飛来の謎」の3冊、秘密チエの6面体立体パズル2つ(一辺が37ミリのものと、17ミリのもの)、ダイアルキューブ1個をセットで送料共5000円で。平井伊幸(〒851-21 長崎市時津町左底245-2-[illegible])

★三[illegible]「[illegible]」とエントレー[illegible]「1 2500[illegible]円で。2[illegible]。[illegible]を[illegible]往復ハガキ[illegible]。[illegible](〒503-05 岐阜県[illegible]内[illegible]町[illegible]松山674-25)

★睡眠学習器SLシータ 一[illegible]1万9500円で。連絡は往復ハガキで。青山幸央(〒701-25 岡山県赤磐郡吉井町八島田390)

★「スターログ」2・3号、「ムー」1～6号まで、「アニメージュ」1～15号まで[illegible]いずれもまとめて。ヤマト大全集(カセ[illegible])8000円を1万5000円で、「銀河鉄道999」の愛蔵版1・2・3巻、1冊2000円、3冊で5000円。往復ハガキで連絡を。[illegible]本は希望価格を書いてください。[illegible]手渡し希望。高木勝志(〒447 愛知県碧南市羽根町1-69)

★「ローティーンブルース」①～⑥を1冊150円、「サーキットの狼」⑦を100円、「プレイボール」①～③を1冊100円、「銀河鉄道999 アニメコミックス」①～④を1冊400円[illegible]。送料別。[illegible](〒[illegible]-13 [illegible]岡町)「[illegible]亜[illegible]1[illegible]6冊(揃)」

★「[illegible]入門」「[illegible]秀才」全1冊、「鶴光の[illegible]了は[illegible]」「鶴光[illegible]」は[illegible]99」第1～4集を各380円[illegible]9(コバルトシリーズ)「[illegible]フランス名作短編集」を各300円、「豊臣秀吉」「織田信長」を各800円、「ジプシー占い」「新 詰将棋入門」「名探偵ものしりクイズ」「[illegible]の冒険」「卓球コーチ1週間」「恐怖の[illegible]」1・3・4弾、「お化けの住所[illegible]」「[illegible]た」を各500円、「私は円盤に[illegible]000円 [illegible]品。送料別。往復ハガキで。杉山[illegible](〒620 [illegible]福知山市下新11)

★「[illegible]」(1～3部をまとめて700円)、「[illegible]」を[illegible]600円、「シアトル喧嘩エレジー」(安藤良和著)を550円、「小説 銀河鉄道999」を150円、イラストアルバム「竹宮恵子の世界」を300円、「さらば宇宙戦艦ヤマト」アニメを600円で、イラストアルバム「坂道のぼれ」「つらいぜボクちゃん」(高橋亮子)[illegible]を450円で、アニメセルコレク[illegible]は宇宙戦艦ヤマト」を350円[illegible]。往復ハガキで連絡して下さい。広中[illegible](〒518-04 [illegible]8-1-60)

★「世界最後の謎」を3500円、「瞬間催眠術講座」(3巻)を3000円、「自己催眠」と「自己催眠術活法」をあわせて500円、「基礎からの数学I(チャート)」「理解しやすい新英作文」「英作文の記憶法」「実力強化問題集(数学I)」をあわせて1700円で。ハガキで連絡を。横西浩之(〒615 京都市右京区西京極前田町2-20)

★ナショナル、クーガー2200を1万6000円前後で。キズなし、完動、説明書付。往復ハガキで連絡を。取りに来られる方は1万3000円。斉藤[illegible](〒211 神奈川県川崎市中原区[illegible]1700 29)

★「真理の探究」を送料とも500円で、超能力トレーニングテキスト、定価1万5000円を5000円で、RCSバイオフィードバック(学習能力開発テープ付)、定価5万円を2万円で。下付健一(〒532 大阪市淀川区宮原1-19-10 新大阪エクセル903)

★ソニー・トリニトロン・カラーテレビ「エッセン」アダプターを付けて9万9800円を4万5000円、シャープ電訳機「IQ3000」と「IQ3100」を付属品一式と共にそれぞれ3万9800円を2万円、任天堂ゲームウォッチ「ジャッジ」・「マンホール」・「ヘルメット」を付属品と共に5800円を3500円、トミー、スリムボーイボーリングを付属品と共に5980円を3500円。詳細は往復ハガキで連絡を。菊地大介(〒300 茨城県土浦市港町1-7-25)

★ブーマ・サッカースパイク「ケンペスロザリオ」(未使用)を6000円位で。必ず電話で連絡を。サイズは26・5センチ。平山勉(〒979-11 福島県双葉郡富岡町中央1-88 ☎02402-2-2555)

★ナショナル・ディスコステレオ・マックRX1550を3万5000円で。送料共。往復ハガキで連絡を。加賀見哲(〒405 山梨県山梨市三ヶ所1478)

★「自分でできる超能力ヨガ」(本山博著)600円、コスモスペクトラ500円、アルファ社のインスピレーションテープH-2を1000円、「GAPニューズレター」72・73号を各400円。取りに来られる方に。林田智仁(〒572 大阪府寝屋川市高柳6-1-25)

★「成績急上昇法」(日本学習普及会)を1万円、「スーパーラーニング・音楽とリラックス練習」(朝日出版社)4000円、「全日本空手道連盟の空手道教本一式」(通信教育)を6000円で。往復ハガキで連絡を。芝沼信樹(〒309-17 茨城県茨城郡[illegible]爪2229-1)

★NECポータブルテレビ(白黒)12P62新品同様を2万円、ビクター・ラジカセ、新品同様を2万円で。塩入規孝(〒398 長野県大町市九日町2457)

★バイオフィードバック・アルファトーン3(テープその他付属品全品セット、新品同様)を2万5000円で。往復ハガキで連絡を。松田晃明(〒712 岡山県倉敷市北畝6-11-53)

★剛柔拳舎空手道連盟的範指導員コース教本1～10巻(新品同様)を2万円、柔軟な肉体を養成する「真向法健康講座」を2000円、中国八卦身発育法健康講座を2000円、中国少林拳講座「[illegible]」を2000円、[illegible]空手道教本1～3を3000円で。全部買ってくださる方には3万円で。それにブルース・リーの写真、ジャッキー・チェンの写真、下敷をつけます。まずは往復ハガキで連絡を。詹 忠文(〒850-91 長崎市稲田町6-6)

★カシオトーン401を台つきで11万円で。4月に12万5000円で購入したばかり。月賦も可。ピアノ、フルートなど14の音色がで、指1本で自動伴奏ができ、ロックなど16のオートリズムが選べます。ヘッドホーンも接続できます。封書で連絡してください。[illegible](〒300 茨城県土浦市桜町3-13-4)

★時計発振器 Sレンータップ DX・MOD EL2001、[illegible]エンドレステープ1本付け3万8600円を1万5000～2万円で。保証付け。往復ハガキで連絡を。高橋正彦(〒180 東京都武蔵野市吉祥寺南町2-11-14 梓美荘3号)

★LPレコード17枚とミュージックテープ4巻を通価で。種類はフォーク。往復ハガキで連絡を。田中陸志(〒287-02 千葉県香取郡大栄町吉岡1217)

★珍しい北欧(スウェーデン、フィンランドなど)のロックのLPレコードを格安で。40枚ほどあり、新品同様。詳しくはリストを送ります。往復ハガキで連絡を。芝田[illegible](〒201 東京都狛江市東野川4-28-5)

★SE-I自己確立科学センター「SE-I式新自律訓練法」(テープ6巻+行動意欲増強テープ、心のクリーニング法テープ付、購入価格2万9500円、新品同様)を8000円で。日本心理教育協会「催眠による自己強化講座」(テキスト3冊、カセット2巻、睡眠法暗示カード、扇子、購入価格1万2000円新品同様)を3000円で。二光社「万能ヘッドホーン」1万6500円を5000円で「ウェイト版タロットカード」2000円を1000円で。いずれも往復ハガキで連絡してください。清水[illegible](〒194-01 東京都町田市[illegible]町2112)

★テニス方式[illegible]「北[illegible]講座」一式、ヤマトのEP2枚「007/ノーノーレーカー」のパンフレット「アニメージュ」79年6～8月、11～12月、80年1～12月、81年1～4月号、「ジ・アニメ」80年4・6月、81年1・2月号、「背が高くなる本」(川畑博士)、「銀河鉄道999」のパンフレット、「機動戦士ガンダム」記録全集①-③を通価で。黒田修(〒882 宮崎県延岡市稲葉崎町3-7456-5)

★東京音楽アカデミー・ギター科・クラシックギターテキスト・12ステップ EP24枚LP12枚、1年使用を送料共で3万5000円位。ラ教通信教育「アマチュア[illegible]段」テキスト3冊+他3冊を1万5000円位。ブレーン教育学館 催眠指導テープを2～3000円位。詳しくは往復ハガキで。宮[illegible](〒210 神奈川県川崎市川崎区小田5-10-3 柱荘内)

★バイオフィードバック・アルファトーン3

蚤の市 BAZZAR

譲ってください

★UFOの写真や超大限予問に関する本などを含む。安藤ゆか(〒889—31 宮崎県日南市大堂津上町)

★高見知佳「ファースト・デイト」のテープを完全品に限り。送料共4000円以内で。花井隆征(〒478 愛知県知多市新舞子落24 ☎0569—42—4749 19時以降)

★「コズモ81」の創刊号と「ニュートン」(教育社)の創刊号を適価で。常深泰弘(〒824 福岡県行橋市門樋町7—22 ☎09302—2—1650)

★「UFOと宇宙」創刊号～4号までの4冊を5000円で。なるべく美品を希望。往復ハガキで連絡を。竹山明(〒150 東京都渋谷区神宮前5—24—2)

★大陸書房刊「オカルト大予言」「キリスト宇宙人説」を定価で(送料別)。またノストラダムスに関する洋書を適価で。往復ハガキで連絡を。浅倉正典(〒001 北海道札幌市北区新琴似六条6—6—18)

★宇宙大作戦「スタートレック」に関するものすべてを。英語、日本語は問いません。樽田・カーラ・真弓(〒190 東京都立川市高松町2—17—23)

★「現代カラテマガジン」94号以降、「パワー空手」81年3月号以降を格安で。高野伸彦(〒062 北海道札幌市豊平区平岸4条4丁目)

★バオバブシンガースの「めざせモスクワ」のレコード(LPでもEPでも)と「月刊OUT」のガンダム特集の殺村何で高千穂6の手記が載っているもの4会回こ。それら「月刊OUT」の創刊号から72年10月号までを適価で。できれば近県の方。詳しくは往復ハガキで連絡ください。森岡マリコ(〒518—04 三重県名張市安部田1207)

★アニメ特集号「キャプテンハーロック」の第2集を定価で。完全美品希望。送料当方負担。山口浩子(〒192—02 東京都多摩市連光寺2208)

★宮地佑子に関するもの(ロマンデラックスなど)「Y字路」「矢ちき」「3丁目のサラントール」T・ニール、R・ハリス、A・タトケルに関するもの「カサンドラクロス」を。マンガの切り抜きと交換でも可。60円+30円切手同封の上「手紙ください。西村紀子(〒158 東京都世田谷区上用賀4—36—ト—103)

譲ります

★「UFOと宇宙」創刊号～53・55～59・61号「エニグマ」創刊号～4号、「未確認飛行物体」(JSPS会誌)7～10号、号外2号「UFOインフォメーション」の創刊号～14号「77UFOの年鑑」を適価で。なるべく一括で。北山は往復ハガキで。細片 〒605 京都市東山区林下町山内402

★「UFOと宇宙」26～54号、「エニグマ」1・5号、「不思議世界百科'79」に「UFOと宇宙」専用ファイル6部(36冊分)をつけて、一括1万6000円以上で。すべて美品です。バラも可。一括の方優先。往復ハガキで連絡を。関口英夫(〒131 東京都墨田区堤通2—32—17—403)

★「UFOと宇宙」44・46・50・51・53・54・57・61・63・66号を各送料共600円(一括不可)コミック「ドカベン」①～㉚を送料共4000円で。往復ハガキで連絡を。上里亮人(〒761 香川県高松市鬼無町49)

★「別冊マーガレット」(74年9・11・12月号)「週刊マーガレット」(75年40・76年22号)「週刊少女フレンド」(73年36・75年18号)「月刊マンガ少年」(77年4・8・11・12月号)を。連絡ください。塚原久美子(〒061—14 北海道恵庭市桜町72番地市住33号)

★「宇宙船艦ヤマト」1～26話収録、定価1万8000円のLPレコード、またはカセットを8000～6000円位で。稲垣恵英子(〒310 茨城県水戸市見和3—6—32—12)

★「アニメージュ」15～17・21・23・27号・「ジ・アニメ」5・6・9号、「新造人間キャシャーン」(朝日ソノラマ)「海のトリトン」(少年画報社)、「朝日科学」(60年4月号)を安価で。アニメは最高1000円、LPは1000円位、科学は最高150円位で。送料別。流由英(〒329—05 栃木県下都賀郡石橋町714の7 藤森方)

★「アニメージュ」78年7～9月号、「映画ベルサイユのバラ」ポスター付(ロードショー特別企画)、「サイボーグ009」①～⑫、「エメラルダス」全4巻、「イブの息子たち」①～⑥、「はいからさんが通る」①②④～⑧、「ベルサイユのばら」⑤～⑧⑩(集英社文庫)、アニメ画集「銀河鉄道999、PART1」を適価で。希望するもの、および希望金額を書いて、ハガキを同封の上、封書で連絡ください。是川多鶴子(〒031 青森県八戸市大字河原木字久保15—31)

★「幻影城」「別冊幻影城」「幻影城ノベルス」「匣の中の失楽」がほぼ全部あります。バックナンバーの不足が生じた場合、その本の代金返却します。往復ハガキで。森田武(〒350—13 埼玉県狭山市狭山台団地5—7—104)

読者のイラスト

◀鈴木忠（宮城県仙台市）

▶荒木登喜男（佐賀県唐津市）

●読者の方々のユニークなイラストを毎月募集しています。なお、掲載分には謝礼としてブック券（1000円）をさしあげます。ふるってご応募下さい。

イラスト大募集！

◀工藤尚子（北海道札幌市）

▶菅谷十（茨城県鹿島郡）

文通しよう

☆人間とは、人生とは、真実とは、宇宙とは……。いろいろ考える仲です、異星から来られた方、どうかあなたの素晴らしい知識を教えてください。また、同じようなことを考えている方はぜひ、お便りください。待っています。小野寺浩一〈20〉（〒330　埼玉県大宮市佐知川1361—2）

☆地球文化を推進するためには、確かに異星人との接触は必要です。そのためには、まず地球人と異星人を比較実証できる素養を持つべきです。ゆえに、私は身を惜しみつつ、あなたのデータソースとなりましょう。横着しないで、たまにはボランティア活動を決意すべきです！片之坂茂〈24〉（〒886　宮崎県小林市真方4834）

☆超能力、UFO、心霊、SF、シンセサイザーに興味のある人、また超能力のある人、UFOを目撃している人、未来予知について教えてくださる人、お手紙ください。年齢性別は問いません。黒田恵美子〈15〉（〒556　大阪市浪速区日本橋5—9—13）

☆牡牛座・乙女座の女性の方、文通しましょう。下岡一則〈23〉（〒130　東京都墨田区横川5—9—3—15）

☆21世紀の地球と宇宙を展望し、現在のUFOの存在性の追究と神秘性を語り、遠い果てしない宇宙空間の中に夢とロマンを見つけ、より[illegible]しく語り合える女性と文通したい。そして、それがお互いの人間的成長になれば幸いです。武田義郎（〒132　東京都江戸川区平井1—20—5　野荘）

☆UFOに興味のある方、超能力を信じている方、思っていることをいろいろ書いて送ってください。小池清〈18〉（〒969—62　福島県大沼郡会津高田町大字勝原竹原356—5）

☆新しい人類（ニューエイジピープル）を目指す人、神の存在を認める人、どうぞお手紙ください。男女問わず返事確実。三井利久〈17〉（〒558　大阪市住吉区我孫子3—5—21　角野ビル301）

☆地球の終末、UFOと宇宙の関連性について科学的かつ現実性のある意見を交換しましょう。光枝誠与（〒610　[illegible]町2—12—22）

☆UFO、ESP、心霊、宇宙などに興味のある方と。当方、霊体験多数、ESPもほんのすこしあり、UFOも数回見ていますが、まだわからないことが多いので、助けをお願いします。中島宗一〈高2〉（〒489　愛知県瀬戸市新明町1—6）

☆『七次元の使者』を読んで感動した僕です。優しさを忘れていながら、日常生活の中で見失ってしまいそうな16歳前後の女の子と。宇宙という「常識」にとらわれずに気持を大切にしていきませんか。池田悦〈16〉（〒520—21　滋賀県大津市大江3—13—3）

☆UFO、宇宙、ESP、宇宙考古学、その他について知っていることを語り合いませんか。ロマンのある生活をしたい女性の方、手紙、待っています。大島郁夫〈24〉（〒368　埼玉県秩父市日野田町1—7—22）

☆この世の不思議なことについて、僕と語り合いませんか。できれば山梨の方と。年齢、性別は問いません。[illegible]星一〈18〉（〒330　埼玉県大宮市桜木町4—158—9—2　401号）

★　★　★

❶金指千亜樹〈19・大学生〉❷神奈川県横浜市緑区美しが丘5—21—1　たまプラーザ団地 ❸1980年10月27日午後8時40分頃 ❹団地の西側2階のベランダで ❺晴れ ❻約5分位 ❼小林純子・大竹真由美（友人）❽肉眼 ❾円形 ❿たまたまベランダに出て星がきれいだなあと思い見ていると、急に上空から斜め下へ物体が飛んだので、急いで友人2人を呼んで観察した。物体は点滅していたが、その後しばらくの間、停止していた。2～3分後、また急に動き出し、はるかかなたへ点滅を繰り返し、妙な動き方をしながら飛んでいってしまった。

★　★　★

❶渡辺貞夫〈48・自由業〉❷愛知県瀬戸市山手町65 ❸1980年12月31日夜、紅白歌合戦の始まる前 ❹自宅の庭 ❺晴れ、星も出ていたが、このあと天気にっ[illegible]雲が出て天体観測は中止！ ❼[illegible] ❽ペルセウスの二重星団を望遠鏡で観測中の[illegible]（ミニコンC35…）[illegible]撮影中 ❾[illegible] ❿[illegible]に写った物体を確認できただけなので、わからない。

UFOファン集まれ

⊕沖縄県に住んでいる方で、宇宙哲学、超能力、UFO、ピラミッド、超心理学、テレパシーなどに関心のある方、連絡をください。同好会を作りましょう。
宮城　裕
(〒904-21　沖縄県沖縄市字比屋根480-2　☎09893-2-1568)

⊕G・アダムスキーの「生命の科学」について知りたいと思っている方[illegible]緒にしませんか。宇宙について[illegible]について話し合える方、連絡ください。
酒部久美(20)
(〒510-02　三重県鈴鹿市寺家3-35)

⊕色彩治療、音による治療、振動治療に興味のある方、研究している方、資料をお待ちの方、連絡してください。
重久和徳
(〒180　東京都武蔵野市西久保3-5-[illegible]101号)

⊕「[illegible]」を結成しました。[illegible]代文明、[illegible]、[illegible]あるいは夢とロマン[illegible]せんか。騎士たち、[illegible]ください。
岡本嵐雄
(〒615　京都市右京区西京極南方町15　冨永亜道方)

⊕現在、宇宙開発はめざましい飛躍を遂げようとしています。一宇宙生命体としてのわが身に目覚め、地球人類としての[illegible]を待とうではありませんか。宇宙[illegible]な受[illegible]各人の行動およ[illegible]界や他界の差異的な存在[illegible]を研究しています。
矢上光星(23)
(〒358　埼玉県入間市黒須1-12-4-403　☎0429-64-2571)

⊕義務と責任をモットーにし、積極的な人類救済活動家が集結します。新しい地球の人類に加わりませんか。「新地協」は地球救済協会、地球民協会、サバイバル研究会の歴史をうけつぐソルジャーたちに呼びかけています。入会金1000円[illegible]。積極的な活動会で[illegible]を目指しています。
牧山好美
(〒214　神奈川県川崎市多摩区登戸新町411　サンハイツA201号)

⊕私たちは「ASP」という会を結成し、宇宙に対する一般科学はもとより、ロケット工学、宇宙物理学、天体数理学などの研究問題に対し積極的な活動を行なっています。つきましては、これらの問題に興味、理解のある方と語り合い、そこから新しい可能性を引き出したいと思っています。やる気のある方は連絡してください。
杉山信幸(高2)
(〒321-01　栃木県[illegible]末広2-12-39)

⊕[illegible]ないため、霊媒師[illegible]しています。福岡県もしくはその近辺の霊媒能力をお持ちの方や心霊現象について詳しい方、どうぞ連絡を。あくまでも本格的に、そして本気で行なうつもりです。
寺島朋子
(〒814　福岡市西区田島4-24-3)

⊕会費なし、[illegible]なし。何もなし。[illegible]似た若者の集まりを作りたいと思います。グループ名は「[illegible]」。[illegible]A[illegible]AB[illegible]年代の方で[illegible]方。[illegible]問いませんか。ボサボサ、ロックンロール、ボロジーンズ、Tシャツ愛好者大歓迎します。
松原幸平(21)
(〒272-01　千葉県浦安市堀江2589-2)

⊕UFO&ESP研究会ではあなたのUFO目撃情報、UFO写真、機関誌などを求めています。ただいま、[illegible]中。60円切手同封の上、連絡[illegible]、情報[illegible]してくださるサークル大歓迎!
西川敬子　代表
(〒761-17　香川県[illegible]町川東下568)

⊕県内、近県の方でGAP、GLAに加入している方、または超心理学、心霊などに興味のある方、連絡してください。
小宮山信幸(23)
(〒389-04　長野県北佐久郡北御牧村御牧原2970)

⊕[illegible]UFO研究[illegible]会員を募集しています。また、他のサークルとの交流を望んでいます。[illegible]希望者は60円切手同封で連絡を。
早田多佳き
(〒669-53　兵庫県城崎郡日高町鶴岡394-6)

⊕優良宇宙人との交流を夢見るみなさん!「宇宙友好連合」を結成しようではありませんか。UFOサークルのみなさんの参加をお待ちしています。
松村雄亮
(〒231-91　神奈川県横浜市中区横浜[illegible]12号)

⊕AKUNE、ステリークラブではESP、UFO、心霊などを研究しています。発足8ヵ月で、会員がまだ少ないので、UFOに興味のある方はぜひ会員に。入会金、会費なし。ただし会誌の欲しい人は、会誌代を1年分まとめていただきます。会誌は10ページ程度で不定期発行。60円切手同封の上、連絡くだされば、入会案内書を送ります。
外戸口利行(UFO班)
(〒899-16　鹿児島県阿久根市[illegible]3796-2)

⊕日本超自然科学研究会では、より多くの人にUFO、宇宙人とはなんたるかを知ってもらうために情報機関誌を発行すべく準備しています。つきましては、資料を提供してくださる研究会の方、連絡をください。
山村浩幸
(〒979-23　福島県相馬郡鹿島町字岩妻2-5)

⊕超能力と心霊現象を主に研究していますが、研究上[illegible]の2つに対して持っている疑問・問題点、あるいは資料を求めています。今までの研究で[illegible]られるものは[illegible]いたします。[illegible]
尾垣政晴
(〒243　神奈川県厚木市東柏ヶ谷1-26-7)

⊕地球が今問題となっています。この雑誌で意見を同じくする人を求めます。
飯田輝久(17)
(〒532　大阪市淀川区新高5-9-2)

UFO目撃情報

❶目撃者の氏名・年齢・学生その他　❷目撃者の住所　❸目撃日時　❹目撃地点　❺天候　❻目撃継続時間　❼同時目撃者　❽確認方法　❾物体の形状　❿飛行状態その他

❶吉尾俊(19・学生)❷秋田県由利郡大内町牛寺226　❸1976年2月10日午前5時30分　❹自宅から200メートルほど西　❺晴れ　❻30秒ほど　❼なし　❽肉眼　❾タマゴ形　❿母に頼まれて、早朝に近所の家に手紙を届けに行ったおり、上空を鳥海山方向より[illegible]飛行するオレンジ色の物体を発見した。物体は、ずっとオレンジ色を保ち、秋田方向へと消えていった。

★　★　★

❶成田かつ子(30・保母)❷秋田県大内町岩谷日渡　❸1981年7月8日午後11時5分頃　❹自宅の庭で　❺晴れ　❻20秒ほど　❼2～3人の知人　❽肉眼　❾ドーム状で下部につばがあり、麦わら帽子のような形　❿オレンジ色の球体で、町の上空20メートルほどを低空飛行して秋田方面に飛び去った。町から2キロほど離れたところでも、町の上空を飛ぶ円形の物体が目撃されています。

界から、それらのものが生まれたと考えてもよいわけである。それと同じように、UFOも自然の法則に従い、自然界から生まれるのかもしれない。

（僕の疑問）

　地球から光を発射した場合、光子を基準にとって（最初に飛びだした光子から見て）地球が光速度で飛んでいると考えてもよいのかどうか？

科学と宗教

井田真樹〈18〉（〒680―02 鳥取県西伯郡会見町朝金1106）

　古代ギリシャから現在に至るまで、科学と宗教は互いに排他的な関係にあると解釈されてきました。

　そもそも今日の科学の起源は、前6世紀にエーゲ海の沿岸都市ミレトスに始まります。人々は何の疑念もなく信じられてきた神話的解釈を捨て、自然をありのままに見ようとしたのです。

　そして、初めて自然を物質的にとらえたのです。「万物は流転する」といったヘラクレイトス、宇宙の秩序は数にあるとしたピタゴラス、そして何よりも興味深いのは、宇宙におけるいっさいの生成と消滅、変化はアトムの結合と分離によって起こると考えたデモクリトスです。彼は感覚や思考などの精神作用もアトムの運動から説明しようとしたが、これは生物学的に正しい考え方だと思います。

　その後、ソクラテスによって、真理の客観的追求が試みられ、プラトンに至って後、科学者にとって暗黒の時代に突入していき、科学の開花は14世紀のルネッサンスまでもちこされたのでした。

　一方、宇宙なるものの絶対者は、先史の時代から、とくに形態を持つことを必要とせず、今日の機械文明の繁栄があるがゆえに一層、神格化されて客観的解釈のみ行なわれる状態に追い込まれたのではないでしょうか。

　そして、科学の時代といわれている今世紀科学と宗教とは今もって争い続けているのではないでしょうか。私にいわせれば、両者ともその究極的な目的においては同一なのですが……。この争いは、唯物論と観念論の争いであるともいえるでしょう。

　しかし、これも事実上、アインシュタインの〈E＝MC²〉の公式によって完全に融合したのです。つまり、真理あるいは宇宙の絶対者とそのもとにある人間（精神）によってのみにこだわる必要もなくなったのです。

　なぜなら、この両者は互いに質量とエネルギー、すなわち精神的起動力（これ自体宗教的解釈かもしれないが）という形において、変換が可能であることが証明されたのですから。

　科学というものが誤解され、過信されている現代管理社会で、私たちは科学という精神、神の本来の意図をはっきり認識しなくてはならないのです。宇宙は唯物論的か、あるいは観念論的かという争いは、アインシュタインによって終止符が打たれたのですから。

想念

鶴田信夫〈24〉（〒921 石川県金沢市白菊町14―8）

　この欄をみてびっくりしました。みなさん、すごいことを考えているのですね。私なんか、おもしろい映画やってないかとか、RCのコンサート、もう一度見たいなんてことばかり思っているような人間なのです。音楽はボブ・マーレーを聞いています。

　しかし、みなさん、もっと身近な問題も考える必要があるんじゃないですか？　何気ない日常の中から何かを見つけようとする姿勢が必要なのではないかと思います。とくに若い人は素敵な恋をするべきだと思います（エラソウニ）。

　こんな非ユーフォロジスト人間なのですが、今から6年前に不思議な球体を見たのです。それはピンポン球ほどの大きさのものでした。窓は閉っていましたから、ガラスを通り抜けたものと思われます。それはオレンジ色に光っていました。

　それから、どうなったのかよくわかりませんが、とにかく目にその光が焼きついてしまいました。その時は、なにがなんだか、わけがわからず、友人に話をしても信じてはくれませんでした。

　先日ふと、このことをふっと思い出したのです。それから、偶然なことに、この球体の正体らしきものが書いてある本を見つけたのでした。それは『UFO革命』という本でした。なにかテレパシーのようなものを頭の中にピピッと感じて、つい買ってしまったわけですが、そこにはこう書いてありました。

　それは母船から発射された想念だというのです。物質じゃなかったわけですね。それから、その球体を受けた人は考え方が変わってしまうのだそうです。しかも見込まれた人に向けて発射されるのだとも書いてあったのです。

　へえーっという感じで読んでいたのですが、考え方が変わったということは確かなことなのです。内向的だった人間が今じゃ外向的な人間になっています。これは自他共に認めることなのです。

　でも、そのことがあの球体のせいであるかどうかはよくわかりません。しかも、わからないことは、なんで私のような人間に、あの球体を送ってきたのかということです。私ははっきりいって、ごく普通の人間で、とりたてて特別の能力を持っているわけでもないのですから。ただ、宇宙に関しての興味は小さいときから持っていました。私は井上ひさしさんが好きな、どこにでもいる少年なのです。

　それでは、みんなで日常生活をたいせつにして、長生きしよう！

声

日本最古のUFO記録

本元三郎
（〒336 埼玉県浦和市辻4－14－4）

本誌8月号（73号）に「日本UFO記録のフォークロア」と題して日本の古文書である「今昔物語」や「新説怪年代記」に書かれてあるUFOの記録を紹介しているが、7月20日付の朝日新聞で松本清張氏が、奇怪な斉明記」と題した記事の中で、大変に興味ある問題を提起しているのでユーフォロジストと自称している諸兄と共に松本氏の見解を考えてみたいと思うのである

松本氏は「歴史家はあまり気にかけてないようだが、斉明記に見られる女帝の記事ほど奇怪なものはない」として、次のように述べている。

「斉明は皇極女帝の重祚（じゅうそ）だが、その即位の年の5月、空中を竜に乗って飛ぶ者がある。その顔は唐人に似て、青い油の笠をつけて（唐風の装束か）葛城山から生駒山を越え、住吉（すみのえ）の上を通過して西へ走り去った、とある。

また斉明が死ぬと、その夕に朝倉山の上に大笠を着た鬼が現われ、喪の儀式をのぞいて見た、とある。大笠と唐人の着た青き油の笠とは同一だろうから、斉明の即位とその葬儀とは首尾対応している。これは唐の水軍によって戦傷死した斉明の「予兆」と「結果」の暗示であろう。いうまでもなく書紀はずっと後から書かれている」

大変に失礼かもしれないが、松本清張氏はUFOの存在などあまり考えたことはないのではないかと思うのである。ここで、「日本書紀」（岩波書店「日本古典文学大系 日本書紀 下」）を実際に読んでみることにしよう。

斉明天皇（37代）の項には次のように記されている。

「夏五月の庚午の朔に、空中にして竜に乗れる者有り。貌、唐人に似たり。青き油の笠を着て、葛城嶺より、馳せて胆駒山に隠れぬ。午の時に及至りて、住吉の松嶺の上より、西に向いて馳せ去ぬ。」

「八月の甲子の朔に、皇太子、天皇の喪を奉徒りて、還りて磐瀬宮に至る。是の夕に、朝倉山の上に、鬼有りて、大笠を着て、喪の儀を臨み視る。衆皆嗟怪ぶ。」

松本氏よれば『日本書紀』の文を「斉明の即位とその葬儀とは首尾対応している。これは唐の水軍によって戦傷死した斉明の『予兆』と『結果』の暗示であろう」と解釈しているが、私にはどうしてもそのようには考えられないのである。

本誌の読者諸兄は『旧約聖書』にあるエゼキエル書第1章に書かれてあるUFOの描写であるといわれている文章は読まれていることと思うが、そのような認識を持っている者には、松本氏のような理解はなされないのではないだろうか。

素直に文章をそのまま読む限り、「おおぞらの中を、竜の形をした飛行物体に乗った者がいたが、その者の姿は、中国の唐の時代の服装に似ていた」と理解しない。

また、斉明天皇当時の人が「貌、唐人に似たり」という表現は、現代人のわれわれから考えれば、ガウンのような宇宙服を身につけた者として想像できるのだが、諸兄はいかがであろうか。

さらに文章は「青きあぶらぎぬの笠を着て」とある これは月面に着陸したときの宇宙飛行士たちが身につけた宇宙服を着ている姿を連想したいのだが、これもすこし、私の思い過ごしであろうか。

「鬼有りて」とは、当時の人からすれば、まさに、「もろこしびと」に似た異様な者は、「鬼」と思えるのではないだろうか。

私には、どうしても異星人の姿を当時の人が見て書いた文章であると思えてならないのだが、諸兄は日本文に訳下しされた「日本書紀」の文章を読んで、どのように考えられるであろうか。

「日本書紀」とは、ご存知の通り、天武天皇（？－686年）の詔勅によって日本の歴史を記録して書かれた日本最古の正式な史書であるから、どうひいき目にみても、松本氏のような理解はできないのである。

先行催眠

尾畑政晴〈18・大学生〉
（〒243 神奈川県海老名市東柏ケ谷1－26－7）

霊魂の不滅を立証するものの1つに逆行催眠がある。催眠術によって、魂の記憶を過去（前世）へとたどるものだが、これを土台として1つの仮説と実験を思いたった。

まず仮説として、魂のたどる運命は、遠い過去から輪廻転生を繰り返し、現在に至り、さらにはるかな未来まで決定されているものだと考えた。ちょうど長い映画フィルムの中でわれわれはその現在までのストーリーを消化したにすぎず、すでにその先のストーリーも定まっていると考えたのだ。

根拠として、超能力の1つに予知能力（予知）があるが、これはどの魂にも運命が存在するからこそ、何か未知の働きで、そのたどるであろう運命を見ることがあるのだと考えたからである。

そして、そこで最初の逆行催眠とは逆に、催眠術によって、今度は魂の未来の記憶（運命）をたどることができないかと考えたのである。仮にこれを逆行催眠に対して、先行催眠とする。

もし、この実験が実現し、先行催眠によって仮説通り運命というものが存在するのならば、このことは未来予知が、心霊現象と関連していることになり、心霊現象、超能力などの超常現象の研究には多くのメリットを与えることにもなろう。

しかし問題として、逆行催眠はそれを行なう際に非常な危険をともなうということである。まして、常識では当然あるはずはないと考えられている未来の記憶を催眠術によって聞きだす先行催眠が、実際に可能なのであろうか。

僕たちのUFO

滑川勝司
（〒144 東京都大田区西糀谷3－36－8）

エレクトロニクスの発展とともに、人間の精神のメカニズム（超能力のメカニズム）が解明されたらどうなるだろうか。

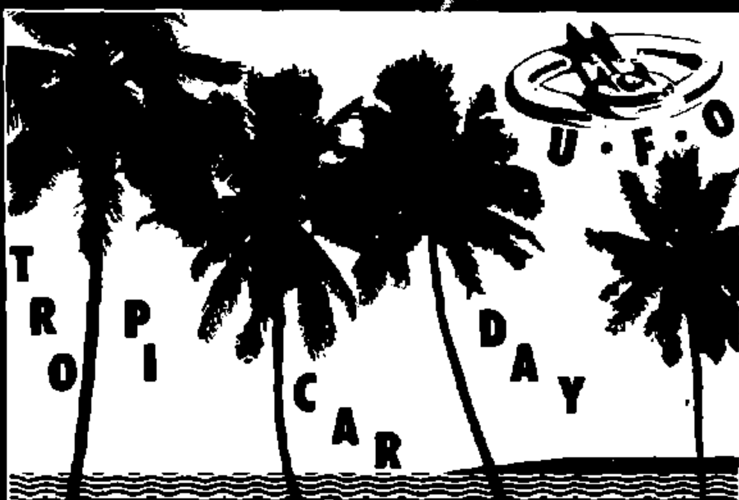
人間はこの両者を結びつけて、精巧な人工頭脳をつくりだし、人工的な超能力をつくりだすかもしれないと僕は思っている。

もし、そういうことができたら、それ自体が、1つか、あるいは複数の頭脳をもったUFOをつくりだせるかもしれない。それは、念力によって、自由自在に動かせるUFOだと思う。瞬間的な移動や浮動が可能になると思う。

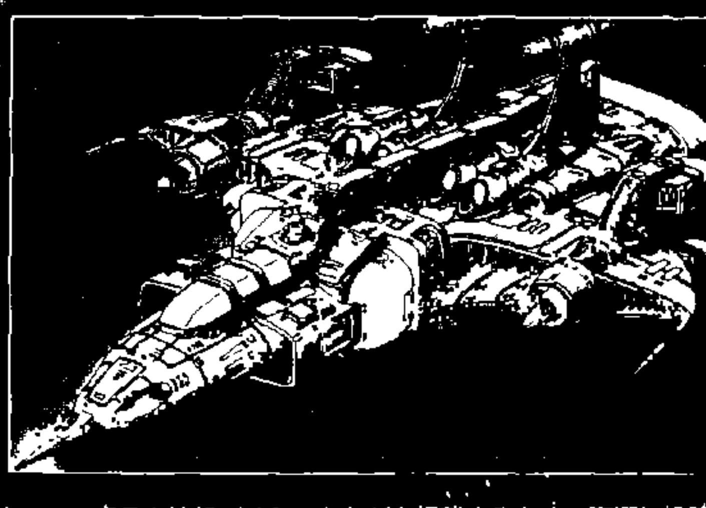
飛行機やロケットは自然の法則に従ってつくられている。つまり、逆に考えれば、自然

CONTACT

読者の［コンタクト］広場



◀米沢寿夫（大阪府羽曳野市）


◀北村克男（東京都墨田区）

編集部からのお願い●できる限り多くの方々のご意見や情報、イラストなどを掲載するため、声欄に投稿される方は、400字詰原稿用紙２枚程度に内容をまとめて下さい。またＵＦＯ目撃情報・文通しよう！・ＵＦＯファン集まれ・イラスト・蚤の市に投稿される方は必ずハガキ（ハガキと同じ大きさも可）をご使用下さい。「声」「イラスト」欄掲載分には謝礼としてブック券（1000円）をさしあげます。

日ペンの美子ちゃん
ネスデウソ ルアガシキレ ノンネ05 ハンペッニ
(さかさまに読め!)
「日ペンは50年の歴史があるそうですね」と、宇宙人はいっております
スマキデクカ ウゴニイテンケ ジンペデウュシ ンレンプ20チ ニ1。 イイコッカ!
「テキストはバインダー式で 使いやすいのです。手紙の書き方も教えてくれます」と いっております
スマレクテエ シオモタカキカ ノミガテ。 スデノイスヤ イカツデキシー ダンイバハト スキテ。
3級
「一日20分の練習でペン字検定に合格できます。カッコイイ」と いっております
ウョシマ イラナヲ ジンペルーボ ンサナミノ ウュキチ。 ヒッヒッウ
「日ペンの美子ちゃんは地球上で一番の美人です」と いっております。
めげっ
レヤニメ ジマ。 ヨンセ マテッイ トコナン ソ

心のトレーニングに 革命的新製品 GSR2 バイオフィードバック

あなたの心とGSR2

今すぐ、次のことを、ちょっと試して下さい。まず、肩の力をぬいて、あごをゆるめ静かに目を閉じ、ゆっくりと軽い呼吸をして下さい。息をはくとき目のまわり、額、肩と力をどんどんぬいてゆきましょう。ほんの2・3分で結構です。さあどうでしたか。なんとなくほっとして、体も楽になったこと・思います。

思い悩んだり、イライラすると、胃が痛んだり、肩がこったりします。このように、精神的なストレスが体に悪い影響をおよぼすことは、常識になっています。逆に、体の緊張を解きほぐせば、精神的なストレスからも解放されることが、近年わかってきました。そしてこれに、科学的手法として、バイオフィードバックが使われるようになってきたのです。

今、ほんの2・3分の実験をして頂きましたが、GSR2で毎日15分位トレーニングをすれば、ストレスから解放されると同時に、だんだん心に余裕ができて、今まで見えなかった自分の心が見えてきて、自信がわいてきます。

GSR2を続けて使用すると、ヨガや禅の熟達者が出すα波という脳波をかんたんに出すことができるようになります。α波が出ているとき、人は記憶の出入を円滑に行うことができ、記憶力の増大に役立つのです。

受験生は、GSR2でイライラを除き、集中力を高め、記憶力を増し、さらには試験場であがらなくなりますので、まさに鬼に金棒……。またGSR2の使用により、ESP能力も増すといわれています。

作動と使用法

人は、緊張したりイライラすると交感神経の働きで発汗します。GSR2はこの変化を電子的にとらえて増幅し、音やメーターで知らせます。

使用法はかんたんで、本体の金属板に2本の指をのせると、"ピー"という音が出ます。説明書にしたがって、この音をできるだけ低くする練習をするだけでよいのです。

GSR2の信頼性

GSR2は、アメリカの特許に基づき、カナダで製造され、世界70カ国へ輸出されております。アメリカの病院、学校、研究所など専門分野におけるシェアーは90パーセントで、世界の500以上の病院 200以上の大学や研究所で使用されている信頼性の高いセンターで、個人用としては最も古い歴史をもっています。

また、1975年と1977年には、ジュネーブの国際発明展、新技術展において、それぞれ銀賞、朱色賞を獲得し、さらには国際デザイン賞にも輝いた優れたバイオフィードバックです。

使用者からのお便り

東京都北区 祈庵岡崎瑞僧 82才

私は禅道に入って数十年以上になるが、禅では空、無の状態になることが必要で、自分が無にならねば何を説いても無駄なことだ。これ（無）になる状態を科学的にも見極めようと、ある大学で私の脳波を研究分析したこともあり、数年前からGSR1を愛用していたが、こんどGSR2に変え毎日使っている。大型の機械と比べて性能的にも充分我々専門家が利用できるすばらしいものだ。

千葉県松戸市 山本二郎 19才

今年の受験に失敗してしまいました。自信はあったのですが自分では試験場での「あがり」が最大の原因で、いつもの自分の力を出せなかったからだと思います。GSR2は以前から知っていたのですか、自信もあり特に必要でないと思っていました。しかし受験に失敗してすぐGSR2を買いました。最近になって、なぜ試験前から使わなかったのかと悔やまれます。今は、イライラやソワソワをコントロールするのがうまくなり、来年こそは絶対に大丈夫だと思います

お客様に使用方法を説明する大阪方面取締役

ご注文は、氏名・住所・年齢を明記の上、代金を現金書留または郵便振替（東京4―87073）でポラックスヘレン(株)U係へお送りください。お問い合わせ、カタログ請求も同係へ。

ポラックスヘレン株式会社U係
〒103 東京都中央区日本橋小舟町3の7
（☎03―666―0511）

ＵＦＯ時評　1981年（昭和56年）9月20日　日曜日

ました。

会員の渋谷林三氏は、トリプルソレイドを使ったトランジスターコイルで、内力ではあるけれど、コアが破壊するほどの力を得ました。

「宇宙艇」60号（広告は別頁／送料共900円）発売中。

「宇宙艇」は地方出版流通センター「アクセス」（〒101 東京都千代田区神田神保町1－15浩田ビル ☎03－291－8471——すずらん通りの小学館側）でも扱っています。なお、入会すると4500円にて6号発送され900円安くなりますので、入会されることをお勧めします。

〈〒798 愛媛県宇和島局私書箱33号〉

▲宇宙友の会（渡高崎雄代表）発行の「宇宙の友」第7号。「空飛ぶ円盤の推進原理」、「予言は成就される」、「天空の怪異」、「螺旋軌道」などの記事が掲載されている。連絡先は〒486愛知県春日井市如意申町824-8。

サンシャイン・プラネタリウムより「星空寄席」のお知らせ

来る10月2日（金）午後7時より、池袋のサンシャイン・プラネタリウムにおいて、実験落語会（三遊亭円丈ひきいる新作落語の会）の精鋭、柳家小ゑんが、プラネタリウムの効果をフルに用いた自作の新作落語「スペクタクルロマン「星空の向う側」」を発表します。

演目は右記のほかに「ダサい男に用はない」（柳家小ゑん）、「星の紙切り」（林家一楽）となっています。色物としての紙切りも、星座や宇宙船など宇宙に関する題をお客さまからいただき、切り上げた作品をドームにプロジェクターで即座に映すという、寄席とは違った試みを行ないます。

入場料は前売り800円（サンシャイン・プラネタリウムにて発売中）、当日売り1000円です。

〈〒170 東京都豊島区東池袋3－1－1 ワールド・インポートマート・ビル10F ☎03－989－3466〉

異星人に話しかける会

世話役　松家な吟

ＵＦＯと異星人とのふれあいセミナーを、次の通り行ないます。

9月27日（日）午後2時より「オカ機関とＵＦＯ」と題し大阪市立東淀川勤労者センターにて。会費は1000円です。

出演者は［illegible］氏（立命館大学ＵＦＯ研究会副部長）、下村建太郎氏（異星人研究家）となっています。

なお、会誌「ＵＦＯと異星人」夏季号が完成しました。購読希望者は400円（切手可）を同封して申し込んでください。

〈〒532 大阪市淀川区宮原1－19－10 新大阪エクセルビル903 ☎06－391－6175〉

月・惑星研究会

主宰・水島保男

7月23日午前3時30分頃、月のプラトー火口周壁にモヤ現象が起こりました。また、8月9日と10日の両日にわたり、月を横切るＵＦＯを確認しました。2日間ほぼ同じ時刻に出現したＵＦＯは、同じ型のもののようです。

今年に入ってからの天体観測中におけるＵＦＯ目撃件数は、7件に達します。天体観測中にＵＦＯを目撃した体験をお持ちの方は、ぜひ、当研究会まで、簡単なレポートをそえてお知らせください。月面変化現象等の手引きを送らせていただきます。

10月の月面観測会は8日（木）午後6時30分より主宰者宅にて行ないます。参加自由です。

〈〒167 東京都杉並区西荻南3－2－22 ☎03－332－2027〉

宇宙問題研究協会

代表・松井博司

去る6月13日（土）と14日（日）の両日、札幌市教育文化会館において、第1回ＵＦＯ展を開催しました。展示内容は、シベリアの謎の爆発、ＵＦＯアンケート調査結果、宇宙人の人形、日本におけるフロンガスに対する決定、マイヤー写真などでした。

なお、14日は午後1時より同会館研修室においてＵＦＯ交流会を行ないました。ＵＦＯのスライド映写やテレパシー実験、座談会などが主な内容です。座談会では、母船を目撃したとの報告が1件あり、とても参考になりました。

今後もこのような活動を続けてゆきたいと思いますが、情報が不足しております。他の会の方々の協力をせつにお願いする次第です。

〈〒064 北海道札幌市中央区北3条西21丁目1 コーポ北菜2号〉

「ＵＦＯ時評」では、各種研究サークルおよび研究家の方々からのお便りを募集しています。ＵＦＯ［illegible］人情報、催し物のお知らせ、会合日時など内容は自由。できれば、代表者の氏名や会員や活動中の写真、資料などもそえてお送りください。なお、送り先は当編集部ＵＦＯ時評係。なお、会合日時など［illegible］の都合でトラブルに［illegible］ことがございます。［illegible］に余裕をもってご投稿ください。　編集部

UFO時評　1981年（昭和56年）9月20日　日曜日

UFO時評

発行所
UFO時評社

「ティーチ・イン・UFO」東京で開催

報告／石井貴志

去る8月16日、東京・代々木のオリンピック記念青少年総合センターにおいて「ティーチイン・UFO」が開催された。

参加したパネラーは、南山宏、大田原治男、大谷淳一、岡本讓治の各氏。この他にUFO・ESPクラブの上迫錠治君がこの催しのために岡山から上京したり、しばらくUFO界から姿を消していた(?)東大UFO研の塚本文彦氏らも加した。参加者は合計で20名くらいだった。

▲左から大田原、南山、岡本、大谷の各氏。

討論会は、南山氏と大田原氏の一騎討ちの様相を呈し、UFOの目撃には特異日があるとする大田原氏の説をめぐって激しい意見の交換がなされた。

南山氏の同説への批判は、使用されたデータに関するものだった。つまり、大田原氏の使用したデータが、顕在目撃のうちでも、すでにさまざまな思惑や好みなどから選択されてきたものに限られていること。しかしこれに対して会場から「母集団からの選択の条件が、24日の日付であるということでないならば、そのデータは無作為抽出された標本と見なしてかまわないのではないか」との反論が出た。

今回は、時間の不足や司会の不手際から、検討しきれない議題がいくつか出てしまった。このため、さらに詳しい討論のできる場として「超常現象研究速報講座」(仮称)が開設されることになった。テーマは、UFO現象に限らず、あらゆる超常現象の基礎的な方法論から最先端の学説までを扱うことになっている。

参加希望者は、ハガキもしくは電話にて左記まで連絡を。

〒125 東京都葛飾区南水元3—3—8—1109 ☎03—609—5578 石井貴志

各種研究サークルだより

日本宇宙現象研究会

代表・並木伸一郎

来る10月3日（土）から4日（日）にかけて、高尾山山頂にて、秋のUFO観測会を実施します。参加希望者は往復ハガキにて当会あてにお申し込みください。なお、現地には宿泊施設はありません。寝袋、食事などは各自で用意してください。

〈〒150 東京都渋谷区神山町5—2〉

UFO教育グループ

主幹・韮沢潤一郎

アダムスキー型UFOの目撃体験報告を募集中です。信頼のおける詳細な報告には、通信誌『UFO教育』最新号を贈呈いたします。

9月27日に大阪地区で〝映画と講演の会〟を開催します。詳細は平山（☎0798—67—2644）あてにお問い合わせください。

10月の説明会は17日（土）午後1時30分から「千駄谷区民会館」（渋谷区神宮前1—1—10）にて、懇談会は3日（土）午後5時から「カフェ・ジャルダン」（☎03—438—2676）で行ないます。

〈〒190—12 東京都西多摩郡瑞穂町石畑819番地2 シャトーハイツ502〉

日本ラエリアン・ムーブメント

責任者・永井淳三男

去る8月6日（木）、東京と仙台において大集会（年4回）が開催され、当会の説明、活動内容報告、入会申し込み、コンタクト・セレモニーなどが行なわれました。また、会報『エロヒム』（200円、送料60円）、会誌『アポカリプス』（1500円、送料170円）もできあがり、順調に軌道に乗った当会です。

なお、右記の会報と会誌の購入希望者は、東京5—86279日本ラエリアン・ムーブメントまで、郵便振替にて申し込んでください。

9月の集会は23日（水）午後3時より、東京・新宿文化センターにて行ないます。

当会に関する問い合わせは左記までお願いします。

〈〒160 東京都新宿区新宿5—15—13 新宿ハイツ302 ☎03—352—6020〉

重力研究所

所長・高家新一

ハノーバー国際会議の論文集が完成しました。

〝トランジスターコイル〟に関する所長の論文が、「PACE」（世界クリーンエネルギー協会）の機関誌に掲載されました。

ICUFONのフォンケピクツキー会長より、カテガトサウンズの円盤写真の原葉を入手し

世界のUFOニュース

3〜4分の間に6つもの輪が見られ、外側の輪は20〜30メートルの大きさにまでなり、中心部が暗くなるにつれて輪は消えその直後、青白い輪は輝きをとりもどした。この間に音はまったくなかったという。
（「毎日新聞」1981年8月6日）

アメリカ——真っ赤な目をした怪生物が出現

1961年3月11日の夜、ケンタッキー州ケーシー地区在住のアーリン・ギルビン（19歳）は、謎の光体と真っ赤な目の怪生物を発見。その後アーリンの手は緑色に変化し、右目下は紫色にヤケドを負っていた。しかし翌朝にはそれらの変化が一夜のうちにまったく消えてしまったのである。

この悪夢のような事件の夜、彼と母親は自宅でテレビを見ており、その時、電気ポンプがドリルを使っているような怪音が聞こえ、2人で外を見るとオレンジ色に脈動する球形の物体を発見。母が先に現場に行き、確かめるために近づいてみると、その球体はダンスを踊るような動きで彼女と一定間隔を保っていた。彼女は危険を感じて現場を離れようとしたが、ついにいわれない感覚が体を包み身動きができない状態に陥った。しかし、必死にふりきり自宅に戻った。

その間アーリンは近所の人々に通報し、銃を構えて現場に向かった。現場近くを歩いている時頭上にオレンジ色の光の点が現われた。それは何か生物の目のようで、何か巨大な獣人のものらしかった。彼は身長180センチだがそれよりもはるか2メートルもの高い所に位置していた。彼は驚いて発砲したが同時に怪物は消えてしまっていた。

彼は夢を見ていたような感じで近所の人の家に行く途中再び背後に現われたので発砲しようと思った。しかし不思議なことに体が動かず銃の引金をひくことさえできなかった。

彼はパニック状態に陥り無我夢中で伯父の家に転がり込んだ。伯父と伯母そして母が介抱している時に彼の手が緑色のパウダーを塗ったように色が変わっているのを発見し、驚いて処置をしたが手の色が元にもどるようすはなかった。

アーリンが落ちつくまで母は自分たちが体験したことを話していた。すると突如アーリンが起きあがり外へ飛び出していったのである。そして彼は、赤い目の物体と向かいあい話をしているようであった。この事件はここで終わっている。

後日、アーリンが語るところによると、その怪物は何かアーリンに話したがっているようであり、彼の頬に触れてきた。その時に電気が触れたような感触に襲われたという。相手の声らしきものは、電気的な音というだけでとても彼には理解できるものではなかった。家の中からこれを見守っていた彼の親類、母は真っ赤な目がスーッと消えていくのを目撃している。

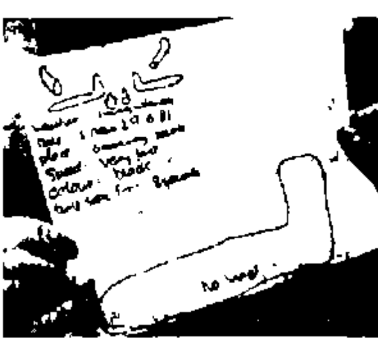
この事件の後、アーリンの体は、病気になることもなく、またその時に受けた体の一部の変化も今では痕跡もない。

彼らはその怪物体が再び来るような気がすると語っている。
（"Weekly World News" Jun. 30,1981）

イギリス——3人の少年が奇妙な物体に遭遇

6月29日午後5時頃、英国のサウスウェールズ州ラムニーの公園で遊んでいたクレイトン・ブライト君と弟のラン君、そしてスチーブン・スキャメル君の3人の少年は、空中に怪音を発する奇妙な形の飛行物体を目撃した。さらにこの物体が川で飛行でターンした時に翼がないことも彼らは確認した。それは、普通の航空機とは異なる他の物体に間違いなかったのだ。その後、物体は猛スピードで飛び去っていった。

目撃者の1人クレイトン君は物体について、「怪物体の直径は約15メートル、そして空中に約8分間ぐらい見えていた」と語っている。
（"South Wales Echo" Jul. 1, 1981）



UFO UPDATE

UFO UPDATE

台湾
光り輝く物体の一群が縦列飛行

7月9日の夕方5時30分より2時間にわたり、台北市上空に光り輝く物体の一群が出現、多くの市民が目撃した。また円山天文台の台長蔡章献氏も確認し「未確認飛行物体」として声明している。

市民によるこの現象の報告を総合すると次のようになる。

(1) 位置は、ほぼ金星の下方。
(2) 縦列ではあったが、規則的な並びではなかった。
(3) 仰角約5度。
(4) 白色に輝いていた。
(5) 光度は0等から1等間の光点である。(金星や微光星は1等光度)

この5つの点から天文台は、台湾海峡の上空1万メートルに位置し 時間は5時30分から7時40分に至るとした。たか 大きさ、面積、色彩および運動方向については資料不足のため判断不可能の状態である。

蔡章献氏は 7時8分に台北橋から白い9つの光体を目撃し、彼はオートバイでそれらを追跡し、三重市の市役所まで行ったがすでにその光体は消えていた。7時14分であった。桃園の国際空港でも係員らが 7時から40分の間目撃した。そこでは15個の光体が階段状に並んでいたという。蔡氏とは数と場所の違いがあるが、7時40分に消えてしまうまでは天文台の報告と一致している。

空港では同物体をレーダーで追跡してみたが、スクリーンに反応はなかったという。

天文台では最初、軍部が飛ばしている高空気球が、太陽の反射により白い光体という現象になったと判断していたが、その時間帯における軍部の行動がなく、さらにその光体が長い時間1ヵ所にとどまったまま動く気配がないという点から、明確な判断ができなかった。

一方、某機構によりこれらの光体は人工衛星のもたらす現象だと説明されているが、これもまた1ヵ所に長時間滞空している事実から考えて 違うということが判断できる。

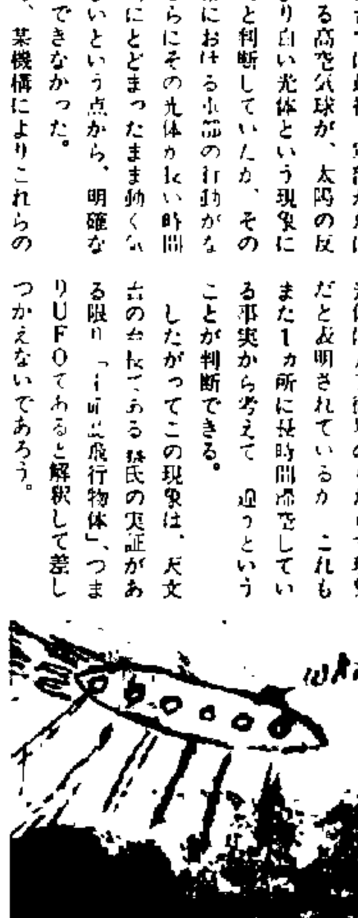
したがってこの現象は、天文台の台長である蔡氏の実証がある限り「未確認飛行物体」、つまりUFOであると解釈して差しつかえないであろう。

アメリカ
銀白色に輝く葉巻型物体が飛来

5月13日の夜中、ジム・シェルトン氏は テキサス州上空を飛行する葉巻型のUFOをデグノマラントの自宅の窓から目撃した。シェルトン氏によるとそのUFOには輪郭があり、緑色と黄色の射光におおわれ、また尾流を噴射していたという。

同日午前0時30分頃、テレビを見終わり寝室へ行きかけた彼は、外に輝く光体を見かけた。不思議に思いよく見ると、それは葉巻型の物体であった。最初、彼は[illegible]であるという以外、他の航空機が墜落していくくらいにしか思えなかった。彼の妻もそのようすに気づき窓辺に来たが、物体が消える直前をチラッと見ただけであった。

シェルトン氏によるとUFOの表面は銀白色に輝き、直径約6メートル、毎時30～40キロメートルの速度で、低空から上空へ通過していったという。



さらに、同日同時刻頃テキサス州からオクラホマ州方面へ緑と黄色のライトを輝かせ飛来していく巨大な光体が、仕事帰りの婦人たちに目撃されており同州ではいま話題となっている。

("DENSION, TEXAS HERALD" May 17.1981)

中国
チベット上空をUFOが通過

7月24日、中国チベットに輝くピンポン玉大のUFOが出現した。目撃者は自治区の気象局副局長である。

この謎の物体は、さまざまな明るさの青白い輪におおわれ、北東の空を東から西へ時速約120キロで 7分間軌跡を残して消え去った。移動中に中心部は明るさを増し 外側の輪と反対方向に回転しはじめ 暗くなると同時に輪は消えた。

流し続けるための、通常の操作手続きがまったく無効になってしまうのだ。

UFOが静かに夜の闇の中に去ってゆくと、この操作手続きは有効性を回復し、回路はきちんと接続されたままとなり、電流は正常に流れはじめた。

この事例は、明らかに次のことを示唆している。

UFOの接近にともなって引き起こされる停電現象は、必ずしもその推進装置などの物理的特質に基づく副次的な、したがって企図されないところの、単なる結果としての客観的効果――たとえばロケットの轟音とか、自動車の排気ガスのたぐい――ではなく、むしろ意図的な発送電妨害として、故意に作用させうる、一種の攻撃手段としての効果によるものだという点である。そればかりでなく、例によって、この点を地球人に間違いなく理解させるための示威目的の行動パターンがはっきり読みとれるのである。

地球人の高圧送電技術そのもの、ないしはその安全制御系についての、単なる観察やデータ収集が目的だったとしたら、このように、送電線に沿って低空をゆっくり移動していくなどというような、物好きで酔狂なふるまいをする必要はないはずである。きわめて鋭敏かつ高精度の探知能力と、高速で正確な通信情報処理能力を持つ、進歩した探索機器装置体系をフルに活用すればいいのだ。高圧送配電系の各要所にいくつかの探査機を配置して、同時観測を実施するか、あるいは送電線に沿って高速で1航過ないし2航過すれば、充分なデータを収集できると考えられる。

にもかかわらず、ここで示されたようなのんびりした行動をとったのは、地球人の鈍重で反応速度が遅い・判断所要時間の長い通信情報処理システムの、のろまなテンポにわざわざ足並みをそろえて送電攪乱を展開して見せ、UFOの存在と電流障害との間の因果関係と、その発現の具体的順序ないし過程を、わかりやすく噛んで含めるように教え込むことを企図したからだと見るべきだろう。

このような具体的目的もなしに、一定のリスクをともなう、低空におけるこの種の漫歩などはしないと考えられる。というのは、いくつかの事例が示しているように、いかに反応速度が遅く、判断所要時間の長い地球人といえども、UFOの側がいたずらに長時間を費やしてのんびりした行動を不用意にとった場合は、かなり危険な反撃を加える可能性が皆無ではないのである。■

また、ナイアガラ滝付近でも、大停電が始まる直前に、赤く輝く物体が、あるパイロットによって空中から目撃されたと報告されているのである。

この情報は、11月14日に、NBC放送の解説者、フランク・マックジーによって報道された。

ニューヨーク市内では、停電が始まってから20分後、マンハッタン上空を飛ぶ丸い光体が、タイム・ライフビルなどから目撃された。『タイム』誌のカメラマンがその写真を何枚か撮影し、11月19日号にそのうちの1枚が掲載された。

そのほか、フィラデルフィア市、ニューアーク市、マサチューセッツ州、ロードアイランド州、ニュージャージー州、ニューヨーク州、ペンシルバニア州などで、少なくとも、合計30個以上の空中を飛ぶ、正体不明の光体が、停電の夜に目撃されたことが明らかとなっている。

とくに注意すべき報告として、9日午後4時30分、すなわち大停電発生の約1時間前、UFOを追跡するジェット戦闘機がペンシルバニア州で目撃された事例がある。陸軍パイロットのジェリー・ウィティカーとジョージ・クロニンガーは、この時、タイティオート上空を飛んでおり、発見直後に地上航空管制官に無線電話で報告を送った。

彼らは、はるか上空を、2個の輝く円盤型の正体不明の物体が飛んでおり、これに2機のジェット戦闘機が追いすがろうとしているのを、いま見ているところだというのだ。

そのあとすぐ、UFOはすさまじい突発的な加速を行ないあっという間にジェット機の追跡をふり切って逃げてしまったのであった。

UFOの存在と電流障害との因果関係

ある種のUFOの飛来にともない、これに起因すると断定される何らかの物理的作用によって、停電、故障を問わずあらゆる電気回路の混乱、撹乱ないし妨害効果がもたらされる事実があることを示す、数多くの報告が寄せられている。その中には、都市の照明や動力用電力の発電ないし送配電にトラブルおよび阻止効果をみた、いわゆる停電現象を発生した実例についての報告もあり、この大停電までにかなりの数が集積されていた。

この種の報告は、1957年秋に地球人のつくった最初の人工衛星が軌道に乗った直後から、もたらされはじめた。すなわち、11月14日のアメリカ・イリノイ州タマロアの事例、同月25日、ブラジルのモジ・ミリムで発生した事例がある。

翌1958年8月3日には、イタリアのローマで1件の事例が発生している。1個の発光するきわめて大きなUFOが、ローマ市上空に出現して飛びまわったのだが、その真下にあたる市の部分が停電に見舞われ、UFOが飛び去ると、燈火はもとどおりついたという。

1959年1月22日には、アルゼンチンのサルタ市上空に、このタイプのUFOが出現し、同様の停電現象が発生している。

同年の8月17日の夜には、ブラジルのミナス・ジェイラスで、接近したUFOが、高圧送電線系の中の自動回路遮断器を作動させ、UFOが近傍にある間は、スイッチを入れて回路を接続させることが不可能という、特異な現象が発生した事例が見られた。

この事例については、きわめて徹底した調査が行なわれ、詳細な記録がつくられている。それによると、計器や装置が、送配電線系の中の電流の流れに、一時的な性質の、ある種の障害が発生していることを示し始めたので、この送配電線系の各発電所や送電中継所の責任者たちは、相互に電話で問い合わせを始めた。

原因はすぐわかった。この高圧送電線に沿って1個の未確認飛行物体が低空をゆっくり移動していたのだ。物体が近づくと、回路遮断器がひとりでに作動して、回路を断ってしまったという。この発送電システムの中枢ステーションの1つであるユーバーランディアでは、UFOが到着する数分前に技術者たちがその警報を受け取り、回路遮断器の前に待機していた。

警報どおりにUFOがやって来ると、回路遮断器が次々に作動して回路を遮断しはじめた。彼らはただちにスイッチを入れて、回路を接続させようとした。しかし、すぐに回路遮断器が再び作動してしまい、何回スイッチを入れても無駄だった。問題の楕円形のUFOがそばにいる限り、送電線に電流を

▲ローマでも類似の事例が発生。(写真／WW

▲マンハッタン上空に出現したＵＦＯ。(写真上部)

たシルエットの向こう側に隠れてしまった。ちょうどそのあと、カー・ラジオは大停電が始まったと報じた。午後5時30分のことだった。

たまたまこの時、シラキューズ航空管理官代理ロバート・Ｃ・ウォルシュは、シラキューズ市の下町上空５００メートルを飛行中であった。彼は空中で、大停電の始まるのを目撃した体験を、『シラキューズ・ヘラルド・ジャーナル』紙の記者に次のように語っている。

「私はその時、実に気味の悪い思いをしました。自分の目が、急に見えなくなったんだと思い込んでしまったのです。しばらくはどうしてよいかわかりませんでした。

しかし、街を走っている自動車のヘッド・ライトが見えたので、盲目になってしまったわけではないんだということがわかりました。そこで、空港管制塔を無線電話で呼びました。管制塔はすぐ出ました。非常用電源を使っていたんですね。だが管制塔の連中も、何が起こったのかさっぱりわからんというんです。

私は飛行場に向かおうとして、真っ暗な虚空の中を見つめて目標を探しました。ちょっと前まで無数の燈火がちりばめられていた下界には暗黒が広がっているだけでした。暗闇の中に見なれた放送局の鉄塔を見つけ、これをたよりに無事着陸できたという次第です。

ところで、その数分後のことでした。私は同僚たちと一緒に滑走路の上に立って、停電についてワイワイ論じていました。その時、1個の大きな光球がぐるぐる回わりながら上昇していくのを見つけたのです。高度は30メートルぐらいで、光球の直径は17メートルぐらいに見えました。それからどんどん昇ってゆき急に見えなくなりました」

光球が姿を消してから数分後、第2の光球が出現したのを、ウォルシュを含む空港関係者たちが目撃している。また、これらの光球が地上から目撃されたすこし前に、類似の光球が空中から目撃されている。

飛行術教員のウェルドン・ロスと、彼の生徒である電子計算機技術者のジェームズ・ブルッキングの搭乗機は、シラキューズ市上空で練習飛行中だった。地上の燈火がいっせいに消えると同時に、機内の照明も消えた。

この時、ロスは問題の光球を発見したのだ。初めはあまり地面に近い位置にあったので、建物の火事だと思った。だが、よく見るとそれは、空中に浮かんでいる直径30メートルほどの球型の物体であることがわかった。2人ともその真っ赤に灼熱した天体みたいに見える飛行物体にすっかり驚いてしまった。

物体は、飛行場や市街との位置関係から、クレイ送電中継所真上にあると推定されたが、やがて高圧送電線に沿って移動しはじめ、急激に速度を増して、ついに見えなくなってしまった。空港に着陸したロスは、一部始終を管制塔の人々やウォルシュ航空管理官代理に報告した。

『シラキューズ・ヘラルド・ジャーナル』紙が報じたところによれば、シラキューズ市内ないし近郊の住民たちから同紙に対して、問題の大停電の時に奇怪な輝く飛行物体を目撃したという報告が１００件以上も殺到した。

この、シラキューズ目撃報告群についての現地調査が、民間ＵＦＯ研究団体ＮＩＣＡＰ（全米空中現象調査委員会）によって数週間にわたって行なわれた。同団体は、アメリカでもっとも権威のある民間ＵＦＯ研究組織で、高い知名度と手堅い調査実績を誇っていた。

調査の結果は、〝大停電時に、シラキューズ市上空に、1個もしくはそれ以上のＵＦＯが存在していた強い可能性がある〟というものだった。

ちなみに、クレイ送電中継所は、ナイアガラ発電所からニューヨーク市に送られる電流の自動制御が行なわれている戦略的枢要点である。すでに大停電発生の9日のうちに、国防長官サイラス・バンス、国家非常事態計画局、そして多数の専門家たちが、崩壊の連鎖反応の最初の環が、この地点で発生したことを一致して認めていた。問題の中継所である。

このような事態の真相を公表してしまったのだ。だが、この種の声明や発言は、電力局や電力会社を、きわめて難しい立場に立たせることを意味した。

というのは、電力会社は問題の高圧送電線網に各発電送電系統をまとめて相互接続する計画が、最初提案されたときに、それが各公益電力事業会社のみならず、消費者にも利益をもたらすものであり、電力をより安価かつ、より安定的に供給することを保証する手段だと説明していたからだ。

東北部とカナダの一部に電力を供給しているすべての発電所、およびそれらの電力の送配電線網と、消費者の回路のすべてを接続して一体化する。そのことにより、時間的、場所的に凹凸が発生する電力需要に対し、無駄なく円滑に電力を供給し、必要な瞬間に必要な場所で、つねに適当な電圧を維持することができるようになると強く主張したのだった。

▲ジョンソン大統領は徹底的調査を命令。(写真／WWP)

電力会社側は、連邦電力局や議会小委員会に対し、数百カ所に設備される自動安全装置からなる安全制御系統によって、いかなる将棋倒し的連鎖反応効果や、送電線事故の発生も防止できると受けあったのだ。ところがこれらの受けあいや主張とまったく反対に統合高圧送電線網は、全面的な将棋倒し的連鎖反応を引き起こし、最大規模の停電をもたらしてしまった。

連邦電話局はかつて、この計画と装置を審査点検したうえで、ホワイト・ハウスに対し提案された統合高圧送電線網のシステムは、いかなる重大な停電事故も引き起こさないだろうと答申していたのだ。

いまやこの答申を根底から疑わせるに充分な大停電が、現実に発生してしまったのである。

かくて連邦電力局は、無能と、審査点検のずさんさを厳しく非難され、各公益電力会社は、その虚言とその結果に対する社会的責任を徹底的に追求されたのだった。

厳しい反応は、国境線の北側で起こった。カナダ首相は、11月14日、アメリカ連邦電力局に対して、自国をアメリカの停電事故から守るため、「カナダ・アメリカ東部発送電相互結合体」から離脱するかもしれないことを正式に声明した。

停電地帯全域にわたりUFO大群出現

だが、アメリカの報道関係者は、弾劾のほこ先を電力局や電力会社に向けなかった。その理由の1つは、腕っこきの記者たちが、困惑しきっている現場の技術者たちや、調査にあたった電力専門家たちに直接面接して得た感触に起因している。

つまり、電力局や電力会社の「説明不能」という公式声明が、どうやら掛け値なしの真相を語っており、大停電の原因が、統合高圧送電線網の装置自体系ないし、安全システムの欠陥に基づくものではなかったらしいと判断したことによる。

だが、決定的な役割を演じたのは、大停電の直前から停電期間中、停電地帯全域にわたって、数十例のUFOの大群が出現していたという事実が、停電直後から次々に確認され始めていたという情況である。

たとえば、「インディアナポリス・スター」紙によれば、インディアナポリス交響楽団の次席指揮者レナト・パッチーニらのグループは、大停電直前に、シラキューズ方向に向かって降下していく、非常に明るく輝く1個の光点を目撃している。

パッチーニは妻とともに、この日、彼の2人の兄弟である電子工学技術者のハムバート、地学技師のラモンたちを訪問するため、インディアナポリスからシラキューズに空の旅をしてきたのだった。2人の兄弟とその妻たちはシラキューズ空港で、パッチーニ夫妻と合流した。6人は自動車に乗り込んで最終目的地ロチェスターに向かった。

午後5時22分、車を高速道路に乗り入れたとき、西の空はまだ明かるかった。パッチーニは、その西の空を背景にして飛ぶ、きわめて強く輝く明瞭な1個の光点を発見した。彼は車内の人々に、その光点を眺めるようにうながした。全員がそれを見て、大変奇妙な光点だという一致した意見を述べた。

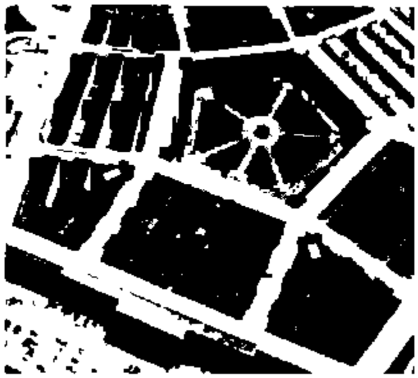
高速道路上を車を走らせていくと、光点はシラキューズに向かってどんどん高度を下げながら飛んでゆくのが、数分間にわたって見えた。そしてしまいには、きわめて低空にまで降下してしまって、丘や建物のごちゃごちゃし

夜中を過ぎていた。地上の電車やバスは運行していなかった。地下鉄の乗客ともども 飢え、疲れた人々は 停車している電車やバス、地下鉄の駅、ビルのロビー、線路上や歩道で眠ったのであった。

停電に起因する救急患者が運び込まれた病院の中には、非常発電設備が不充分なところが多く、ローソクを用いたり 自動車のヘッドライトを外側から1階の窓にあてて、手当てと処置をするありさまだった。

聖パトリック教会には、"敵の攻撃"や"超自然現象"に恐れおののいた大勢の人々が集まってきていっぱいになり、ひたすら神の加護を求めて祈っていたという。

停電に襲われた他の都市でも、同様の深刻な事態が発生していた。ニューヨーク放送局は バッテリーおよび非常発電装置の電力で、かろうじて放送を続けた。


▲ペンタゴンの声明はでたらめだった。

ワシントンのABC放送の解説者は ニューヨークの情報について、市民の驚くべき冷静さと協力があったと述べたが、これらはいずれも、必ずしも全面的に正確な報道ではなかった。一部にはヒステリー状態になった市民たちもあり、部分的にはパニック状態も発生していたのだ。さらにもっとも本質的"危険"は、軍の通信系統が麻痺してしまったことだった。

米軍通信網は完全に半身不随となった

ペンタゴンは 大停電が始まるとすぐ 異常な事態で、「軍事的な緊急事態は何も発生していない」という声明を公表した。彼らは通常どおり、停電が発生している地帯の軍事基地との間の通信連絡を維持している、というのだ。

だが実際には、この声明とはまったく逆だった。大停電地帯内外の軍事通信系は大打撃を受け、寸断されてしまっていたのだ。声明の異常なまでの素早さは、この軍事的緊急事態をすこしでもカバーしようとする必死の努力の一環だったのである。

信じられないくらいバカげた話だが 当時、アメリカ国内の多数の軍事通信所と通信回線は 独立した予備電源を持たず 周辺の民間発送電網、すなわち「カナダ アメリカ東部発送電相互結合体」にのみ依存していた。

したがって、この民間発送電網に加えられた大打撃は まったく同時に、アメリカ武装兵力の中枢神経系統に対する痛打となった。世界一強力を誇っていた陸海空3軍は 一瞬にして半身不随となってしまったのだ。

大停電の報告は、ただちに、テキサスの私邸に帰っていたジョンソン大統領に伝えられた。情勢は当然、国家非常事態宣言の発令を必要としていた。だが 全面的パニックの発生を恐れた大統領は 非常事態計画局に対して、その発令をさしとめる指示を出した。そしてその夜は、一晩中、5分置きに事態の報告をするよう命じた。さらにその夜のうちに、連邦電力局に対して徹底的な調査を命令したのであった。

連邦電力局局長ジョセフ・C・スイルダーは、第一級の専門家多数を動員して、2日にわたり原因の究明に懸命になった。だが結論は"原因不明"であった。やむなく彼は 次のような声明を公表した。

「東北部停電は、結局、完全に説明することはできないかもしれない。このような事態が 再び発生しないという保証はない」

電力会社関係者たちも、本質的にこれと同じ見解を公表した。たとえば、東北部諸州とカナダの一部の主要な電源となっている、ナイアガラ・モホーク大発電所の所長チャールズ・プラットは次のように述べた。

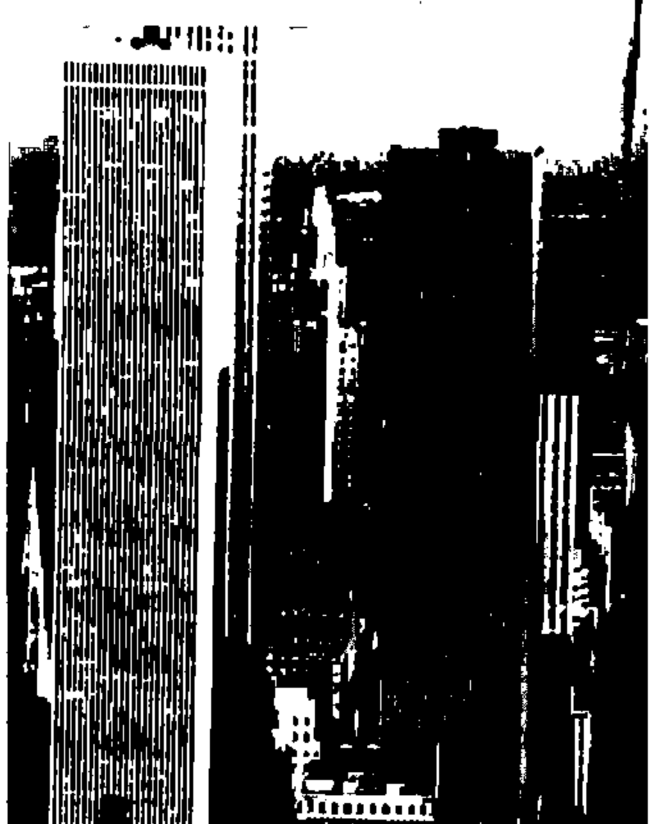
「大停電の原因について、われわれにはまったく説明がつかないんです。送電線のどこにも断線は起こっていません。具合の悪い発電機は1つもありません。故障を起こした回路遮断器もまったくないのです。要するに、すべての設備も機器も正常であったにもかかわらず、停電は発生したのです」

ニューヨークでは、コンソリデーテッド・エジソン電力会社のスポークスマンが、"巨大な主水道管の破裂事故"にたとえて、次のように語った。

「相互に接続している送電網が まるで大地の中への大規模な漏れが発生したみたいに、ぼう大な量の電力をあっという間に消費してしまったのです。われわれは、これを何とかして説明しようといろいろ試みましたが 結局骨折り損に終わってしまったというわけです」

政府や報道関係者 一般世論の原因解明の激しい要求に耐えかねて 連邦電力局や各公益電力事業会社は、つい

▲停電時、ニューヨーク市はラッシュ・アワーだった。(写真／WWP)



▲大停電は1965年11月9日午後5時30分に起きた。(写真／WWP)

合わなかった。

オペレーターたちはみな、このような混乱を経験したことがなかった。いくつかの地点では一連の電流の逆流が発生し、統合高圧送電線網の各部に危険な電圧増大をもたらした。

巨大な緊急発電機の大部分は運転停止を余儀なくされ、危険にはね上がった圧力は、ボイラーの安全弁を突き開かせた。電流が止まってしまったので、各ポンプや空気圧縮機、その他の補助装置はみないっせいに停止してしまった。そのため、非常用発電設備のない発電所は、数時間にわたって運転を再開できなかった。その間、お手上げ状態のオペレーターたちのところには、停電地帯からの苦情が殺到した。

以上が"パワー"誌に掲載された報告の概要である。

停電地帯は、ニューヨーク州を始めとし、コネチカット、マサチューセッツ、メーン、ニューハンプシャー、ニュージャージー、ペンシルバニア、バーモントの各州全域とハワイ州などの一部に広がっていた。

送電線システムの機能崩壊で大混乱に

停電が始まった午後5時30分、ニューヨーク市ではちょうどラッシュ・アワーのピークにあり、数百万もの人々が、家路に急ぐ足を途中で止められてしまった。60万人以上の乗客を乗せた地下鉄600本が立ち往生し、数千もの人々が、非常停止装置が働いて階と階の間に止まって動かないエレベーターの中に閉じ込められてしまった。

道路交通関係のすべての照明が、信号を含めて消えてしまったため、多くの街路で大混乱と渋滞が起こり、橋やトンネルは詰まってしまった。国際空港は閉鎖され、飛来した着陸予定の便は他の都市にまわされた。ニューヨーク港やハドソン河、イースト河にあった船舶は、陸上の航行誘導レーダーその他の安全設備の機能が麻痺してしまったため、きわめて危険な状態にさらされた。

途中で停止した、エレベーターの中に閉じ込められたままになっている人々の救出が、ようやく始められた。各階止まりのエレベーターの場合は、すべての階にドアがあるので、救助隊は箱が停止しているすぐ上の階のドアを開け、そこから箱の天井裏にはしごをおろし、天井のハッチを開いて人々を助け出した。

だが、急行エレベーターの場合は途中の階にはドアがないので、この方法はとれなかった。そこで建物の壁をこわして穴を開け、箱の壁も切り開いて人々を助け出すという、非常手段がとられた。

いずれにせよ、多くの場合、閉じ込められた人々は、実際に助け出されるまで何時間も暗闇と不安の中に放置されていたため、ショックで精神錯乱を起こしたり、一部には死者まで発生した。

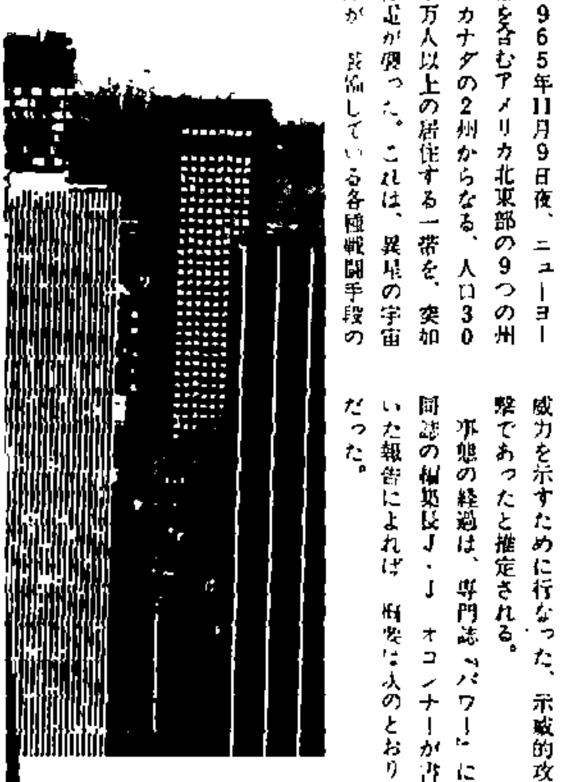
地下鉄の中に閉じ込められた人々は、すこしずつ車輌から抜け出て、暗い線路道のトンネルの中を、駅や出入口まで歩いて脱出した。最後の乗客がそこまでたどりついたときには、すでに真

「UFOの対地球戦略・総合分析」7

アメリカ大停電。パニック

日本の見えない大学情報部

宇宙空間の支配者たちは、新たな示威的攻撃に出た。アメリカ北東部とカナダ2州の送電線システムの機能を、崩壊させてしまったのである。そして、自分たちの存在を誇示するため、停電地帯全域に円盤群団を襲来せしめたのだ。



1965年11月9日夜、ニューヨーク市を含むアメリカ北東部の9つの州と、カナダの2州からなる、人口3000万人以上の居住する一帯を、突如大停電が襲った。これは、異星の宇宙艦隊が、装備している各種戦闘手段の威力を示すために行なった、示威的攻撃であったと推定される。

事態の経過は、専門誌『パワー』に同誌の編集長J・J・オコンナーが書いた報告によれば、事実は次のとおりだった。

この日の夕刻、ナイアガラ滝の北方2キロメートルにあるサー・アダム・ベック第2発電所は正常な運転を続けていた。ここの発電機群は、5つの高圧送電線ラインを通じて、トロント市に電力を供給しつつあった。電力負荷はたっぷり余裕を残して、安全限度内にあった。だが、突如として、過負荷が起こったように継電器が作動して回路が断たれたのである。

これによって、5本のトロント・ラインのうちの1つの接続が切られた。ここまでは、日常的なごく普通の作動経過であった。しかし、その結果起こった反応は、まるで悪夢のように異常なものだった。

これに続くちょうど4秒間に、カナダ・アメリカ東部統合高圧送電線網の機能が崩壊してしまったのだ。

接続が切られた最初の1本に続いてすぐ、トロント・ラインの他の4本の回路も遮断された。あたかも、安全制御系統がまったく存在していないかのごとく、ものすごい規模の電流の動揺が、いくつかの送電線を南に向かって、一瞬のうちに通り抜けていった。

激しい過渡反応を起こして、クレイ送電中継所とセント・ローレンス河発電所とが機能を失い、さらに「カナダ・アメリカ東部発送電相互統合体」全体が、4個の遮断された部分に分裂してしまった。

問題の災害が襲うまでは、29カ所の公益事業発電所が、この統合高圧送電線システムに接続していた。いくつかの所では、自動装置か、発電所を送配電網から遮断するか、技術者たちが大急ぎで切り離した。だが、大部分の発電所では、電力のすさまじい動揺があまりにも急速に襲ってきたので、間に

でに物理学で適用されている完全な真実の一種として認識することが重要であること、また現れ態そのものを直接処理してゆく可能性について、真剣に研究、実験すること、これらが必要であると強調したい。
　現状態のコントロールが可能になれば、電荷と電磁気に関するすべてがコントロール可能となる。したがって、化学的・物理的な効果と相互作用のすべてがコントロール可能となるのだ。
　また、"精神"を物理学で研究していくことに対して、反発感を持つのをやめていただきたいものである。量子力学それ自体も、長い時間をかけて物理学を知覚間の関係の研究に変えてきたのである。
　しかし、マルゲノーとリンゼイが指摘したように、その方程式の背後にあるかもしれない世界については、量子力学はまったく何も説明しえていない。
　UFO研究家の仲間には、現在のモデルで、すべての既成のモデルを包含していることを指摘したい。モデルは、想像可能なあらゆるタイプの"真実"が存在することを予告しており、これらのものは連続して刺激を受けている状態にある。
　したがって、われわれには、"星からの来訪者"(特定の代替真実形態)、人間には運転することのできない金属製の宇宙船、宇宙服を着た飛行―小人宇宙人、ロボット、サスカッチ風のもの、天使、小鬼などが、現実に存在しているのだ。また単に夜間光体でしかないものも発生しているが、この夜間光体が多数の現象を作りだしているのである。
　また、UFO現象のすべての局面——車の停止や通信不能、ガイガー計数管の反応、コンタクティーの体の麻痺、コンタクトに付随した非現実感や夢幻感覚を含めて——にわたって、そのメカニズムは導きだすことができ、提示されるのだということを指摘しよう。
　そして仲間たち——その多くは私より立派な資格を持っている——に、研究をここで示した線にそって進め、世界中のUFO現象を理解するように努めることを訴えたい。今までのUFO研究は、部分的で狭い分析努力に限られていた。
　UFOが精神と物質と両方に関わっていることは明らかである。それなのにわれわれが、これを土台とする現代物理学と一致し、それを拡張する、精神、物質、および精神―物質間の相互作用の科学モデルを提供できない限り、UFO現象に適用でき、それを説明することのできる科学を持つことは期待できないのだ。■

に加えて、子供を象徴する〝小動物〟ミューテーションも発生している にちがいない。多くの研究家たちは、UFO現象と関連づけてはいないが、そのようなミューテーションは、すでに発生しているのだ。犬、猫、リス、ウサギなどが多数異常な目にあっている。

もちろん、この象徴的な連鎖状のエスカレーションは、現実に人間の子供が超常的にミューテーションされる恐怖の起きる可能性を示している。

科学の分野においては、研究者は情緒に流されてしまわず、中立を保ちながら、偏見にとらわれないように努めている。しかしながら、何ごとにも人間と関わってくる研究においては、科学的無関心といえども人間的関心に心を従わせなければならないポイントが出てくる。私にとっては、この超精神医学的分析がそのポイントであることに疑いもない。

1977年の初めにも同様のことを書いたことがあるが、そのときと同じように、いまこの論文を書くにあたっても、ペンも心臓も手も激しく震えている。モデルや分析が、まったくの誤りであればいい、と心から願っているのが本音だ。

しかし私の証人としての経験からすると、われわれがすでに次期の世界大戦に向かって〝引き返せない〟時代に突入したことは確実である。大戦は文字どおり、ほとんどどの瞬間にでも始められるのである。

14年にわたって超常現象の分野でたゆまぬ努力と分析とを続けてきたその全成果をかえりみても、私は一連のモデルと分析が真実であると確信している。

来たるべきものの〝タルポイド〟的な〝しるしと前兆〟によって今日明示されているものは、人類の恐慌と戦悲惨であるが、それでも私の確信はゆるがない。

UFO現象を説明できるモデル

ここに提起したモデルと原理から、他にも多くのことを取りあげることは可能だが、そのようなことは本稿の目的にはない。

奇異なことに、この分析の結果は、人類に〝ハッピー・エンド〟をもたらすということになったが、それは全人類の精神が、われわれがいま宇宙と時間について持っている概念を完全に超越した、超次元的で無限のものへと連結していくことを、モデルが予告しているからだ。

読者にお知らせしておきたい基本事項は次のとおりである。

(1) 現在の原理を、ここで述べた線にそって拡張し、アリストテレス的原理を完全に完結させることのできる「第4法則」を追加することができる。

(2) 第4法則においては、ものごとは相互に排他的な反対物の立場からでもモデル化が可能である。この方法によると、物理学の分野からでも精神をモデル化できるのである。

(3) 物理学――エベレットによる量子力学の多世界解釈――は、このアプローチにすぐ使用できる。しかしこの物理学は、あまりにも異様であるため、ほとんど完全に無視されている。にもかかわらず、この物理学は、実験に基づく現代物理学の基礎全体に完全に合致する。

(4) したがって、ここに提出したモデルは一般に量子力学の原理に合致するものであり、さらにモデルによって量子力学を多重同期概念に拡張することができる。

(5) ここで得られた情報と結論レベルのモデルは、生物としての人類の集合的無意識を包含し、通常の空間と時間の枠を超越している。その異常な特性に注目されたい。

(6) このモデルは、現在研究されている超常現象と超心理現象の、ほとんどすべての種類のメカニズムを説明する。大勢の人間の内部に存在するストレス状態によって、人類の集合的無意識内に発し、物質化してゆくUFOの心理的メカニズム――物理学――も、ここに含まれる。

(7) タルポイドとしてのUFO現象は、冷戦という観点から精神分析することができる。また大多数の異常現象も同様にそうであろう。そしてこの分析を完全なものにするには、もうひとつ別の要素、すなわちソ連のサイコトロニクス超秘密兵器の開発が必要である。

この論文は、あくまでも始められたばかりのものであり、〝完成品〟とみなされることを私は望んでいない。しかし、この論文は、人類の意識構成にあたってはただちにあてはめることができる。そして現実に作動している装置が、何台か作られていることを指摘しておこう。

最後に〝崩壊〟というものを、す

介し簡単に分析しておこう。
乳首が切り取られる——母体の子供たちは栄養を失う。
唇、耳、舌が抜き取られる——話す自由と聞く自由がなくなる。
性器が取られる——西洋では子宮が何も生み出さなくなる。
心理的な外科的摘出も行なわれる——作戦は鋭利に、外科的正確さで行なわれる。
ジグザグにも切られる——謀略も意図的に行なわれる。
血液が完全に抜き取られる（これは外科的に不可能なことだ）——西側収奪の血液は全部、しかも異常な手段で抜き取られる。

キャトル・ミューティレーション象徴図

切口は時としてレーザーで切ったようである（レーザーは無意識において未来兵器の象徴である）——進んだ未来兵器（サイコトロニクス）が"とどめをさす"。

キャトル・ミューティレーションは予言的恐怖の物質化したものであり、きたるべき核戦争への恐怖を、みごとに表現しているのだ。しかし正統派の科学者や政府機関では、このような現象に取り組む術はできているものの、それを解明するだけの能力は持っていない。

昔の賢者たちは"タルポイドの物質化した兆候や象徴のしるし"を、集合的無意識の超心理学的分析によって読みとるすべを心得ていた。集合的無意識は、そのころは権力の中枢〔国王〕統治者に集中していた。王に訪れた不思議な予言的夢は馬鹿げたことではなく、また宇宙的な全面戦争を重大な脅迫的見地から解釈することは、愚かなことではなかった。

一段強調しておくが、私は私的な主張をしているのではなく問題を提起しているのである。

プロの心理学者や精神分析医の、異常現象のデータやメルクマール作成を、人類に対する大きなストレス、冷戦の見地から分析することを主張するものである。

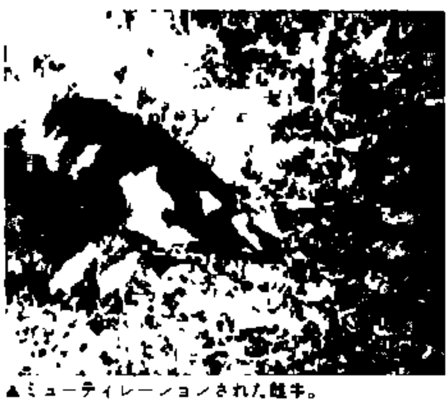
連鎖状のエスカレーション

もし次の大戦が現実に勃発すれば、人類史上いまだかつてないほどの恐怖と災害がわれわれを襲うだろう。核兵器だけでも、なにしろ開始1〜2時間後には、数億の人々を確実に殺害しうる量に充分達しているからだ。人類の生存そのものが危機に達しているのである。

だから人類の集合的無意識に加わるストレスの要素は、史上どの時代よりも大きい。

そのため、中央ヨーロッパにNATOを攻撃する前になると、タルポイドの活動が最高限度にまで高められることになるだろう。

雌牛より高度な"女性の象徴"が、1つだけつけ加えられるはずである。それは人間女性だ。だから、ぞっとすることだが、キャトル・ミューティレーションの最終段階においては、婦人のミューティレーションが続くだろう。現に数例ほど発生しているかもしれない。



▲ミューティレーションされた雌牛。

ミューティレーションの事例については、他の特徴も明らかにしておく必要があるだろう。

ミューティレーションの標的になっているのは、雌牛だけではない。ある事例においては、若い牡馬がミューティレーションされている。もちろん去勢されている。その象徴するところは自滅的である。

青年（若い兵士たち）は去勢される運命にある。最初はワルシャワ条約機構軍の一撃にあい、その直後にはソ連のサイコトロニクス兵器の一撃にあい、絶望的となる。

それから人間の過去の歴史においては、婦人と子供が平時で保護されていたことを指摘しておこう。そこで、雌のキャトル・ミューティレーション

フルシチョフは1962年にキューバに戦略ロケット兵器を持ち込もうとしてキューバ危機を招いたが、このときはまだ新型超兵器を持っていなかったので、撤退という苦い思いをすることになった。これは大失態であり、何か劇的な方法で埋めあわせをしなければ失脚するのは確実である。

そのためフルシチョフは1963年初頭に劇的なワンツーパンチをくりだしたが、それは超兵器の作戦配備完了の宣言であることを強調したい。

現在、ソ連ではおそらく第3世代のサイコトロニクス兵器が配置され、待機していると考えられる。

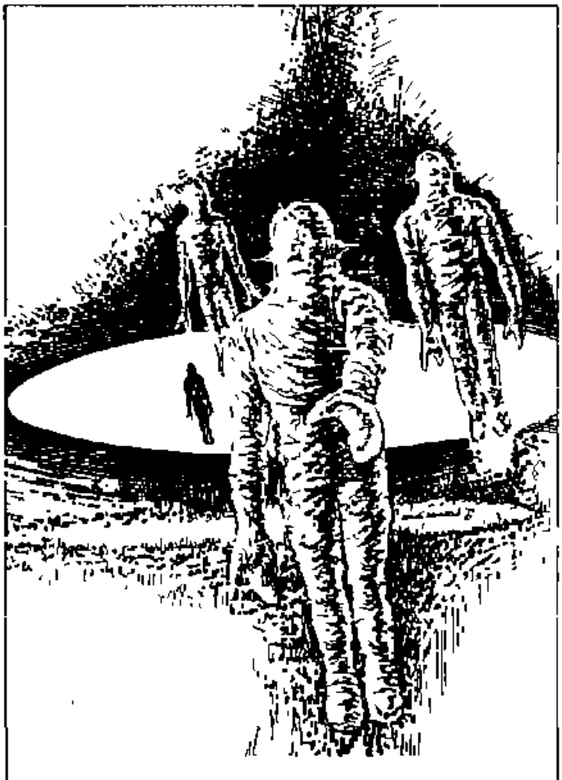
ミューティレーションの象徴性

まずいことにサイコトロニクス装置では、磁束が多段的に行なわれる正回や中心部の流れ（背景）が比較的一定でないと、磁束が維持されず、超兵器は作動しない。短い場合は15分、長い場合には2〜3週にもおよぶ不規則な間隔で束線の乱れがおきて機能を妨害するのだ。

束線の乱れが充分に大きくなると、サイコトロニクス兵器全部が作動しなくなる。また大型核爆発は明らかに束線の乱れをひきおこす。だから超兵器を主要兵器として信頼することはできないことになる。一番良い使用法は先ず使用するか、それとも支援兵器として人々に衝撃を与えて荒廃をもたらすようにすることだ。

超兵器は完備しているのに、ソ連が通常兵器と核兵器の面においても圧倒的優位を目指しているのは、このためである。攻撃作戦は準備を終えて待機中である。

これが発動すると、前例のない狂暴性と速力を持った閃光がきらめき、アメリカの戦略基地や都市や産業中心地をしもやとするまでに恐ろしく破壊されよう。この破壊は信じがたいほど大規模なものになる。



アメリカのパスカグーラで目撃された宇宙服姿の異星人

ソ連の計画は単純で、3局面で構成されている。

(1)　ユーラシア大陸の全面攻撃。そのためNATOを撃破してヨーロッパを占領し、また中国をせん滅する。これに対してアメリカ大統領が全面報復攻撃を検討しているちょうどそのとき、サイコトロニクス兵器が使用されるのだ。

アメリカの軍事基地や中枢地帯は数分間に灰となり、基地内の原子力潜水艦は、はじけ散るだろう。

(2)　南アメリカとパナマ運河の占領をキューバ軍が行なう。そのためにこそキューバはアンゴラをはじめ15カ国に戦闘介入して実戦稽古をしているのだ。アメリカは混乱しており、キューバ軍を阻止する力を持たない。

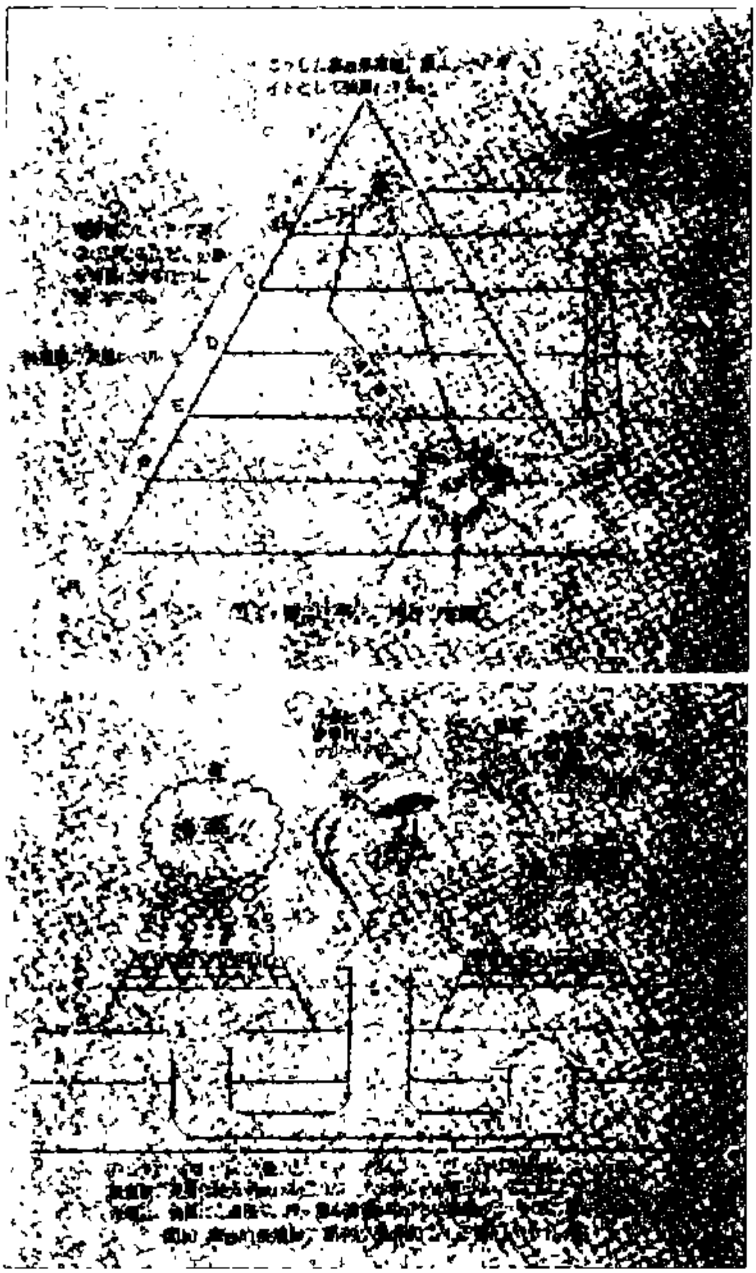
(3)　アメリカとカナダとメキシコを完全に孤立分断化し、経済的にも社会的にも大混乱におとしいれる。

ソ連軍はその後に進駐してくるが、その目的は秩序の維持のためだけであり、散発的なゲリラの掃討以外の軍事的行動は必要ではない。

以上が予想されるソ連の計画だが、もし、これを信じがたいような超兵器が実在するなら、最後の兵器リハーサルの場ともなった1973年の第4次中東戦争から、タルボット現象が増加するはずである。しかもそれは見事に象徴的だから、精神分析もできるはずだ。

雌牛、それは西洋人の女性の優れた象徴である。したがってそれらが殺害されると、必ず女性象徴が殺害されるはずだ。

かくして、アメリカ大陸を縦断して、東海岸からコロラド、ユタ、モンタナまで、神秘的で超常的なキャトル・ミューティレーションが数千件発生していくのである。その様相のいくつかを紹



基本的なローレンツの不変エーテル理論から演繹することに成功していた。ソ連はこの研究に目をつけ、今日でもこの研究をエネルジェティックスの基本法則の一部としている。

また1957年にプリンストン大学は、エベレットの、量子力学の「多数の同時観測者」の解釈を刊行した。この理論を入念に検討し、単純に表現すれば次のようになる。

精神物体はふつうの自然物体と同一であり、その時間次元は自然物体の時間次元と同期であるが、空間次元は自然物体の空間次元と交差しない。精神はふつうの自然界に属するのであり、ただ通常の実験室3次元空間からは3直交以上回転しているのだ。

排中法（論理の第4法則をやや混乱したやり方で説明する法）を頭において考える人には、このことは理解しやすいようである。ソ連の理論家たちはこのような態度をとり、その関連づけを行なった。この理論化の裏づけにより、超心理学は今世紀最大のものとなっていった。

かくして1960年になるとフルシチョフ首相は最高幹部会で演説し、ソ連が新型兵器を開発していることを、それは非常に強力なもので、抑制しないで使用すると地球上の全生命を抹殺しかねないことを暗示した。この新型兵器こそサイコトロニクス兵器なのだ。

ほぼ同じころ、複雑な超短波放射が始まっている。その目的は、異状態パターンをラジオ周波数搬送波に乗せて、非常な高レベルにあるアメリカの対象物、すなわちソ連駐在アメリカ大使館に浴びせることであった。これはアメリカ大統領、CIA、DIA、NSA、国防省、国家安全会議などの個別の注意を必ずひきつけずにはいない。

この超短波放射に対するアメリカの反応は、アメリカ政府の最高レベルから来るはずだから、その反応を分析すればサイコトロニクスに対するアメリカの知識の程度が確認できるわけだ。反応が電磁成分に対するものだけならば、アメリカはサイコトロニクス兵器に対して無知だということになる。そしてそのとおりだった。

こう風変わりな情報探査がソ連にとっていかに重要なものであったか、それは4人のアメリカ大統領が照射中止を申し入れたのにそれに応じなかったという事実が雄弁に物語っている。ソ連は照射レベルを無害にみえるレベルまで下げたが、これはサイコトロニクスにとっては同じことで、〝キンドリング時間〟がすこし長くなるだけでしかない。

カンジナビア諸国の上空に〝幽霊(ゴースト)ロケット〟が出現した。

ところがアメリカは、現在も過去もつねに天然の要塞だ。東西には2つの大洋がひかえ、南北には強敵がいない。これは保護された洞穴、要塞にあたり、したがってアメリカには女性の象徴が登場するはずである。

そして確かに、1947年6月、ソ連に最も近い州であるワシントン州上空で飛行していたケネス・アーノルドは、飛行体に遭遇したが、それらはバック・ロジャースのSF型の国家的文化的無意識から出現した女性マンダラにすぎなかった。

そして物質化した実在形式の最終変調者であり、同調形成者であるレイ・パーマーの個人的無意識は、パイロットとしての彼を通してあった。だからアメリカ上空に出現したのは円形の飛行体であって、幽霊ロケットではない。

これらのタルポイドは現実に物質化したものであり、幻想や空想ではないことに注意されたい。ユングは飛行体の精神現象的、霊的内容を指摘しているが、実は、集合的無意識から物質化した〝突出〟だったのだ。

私と同じ意見を持つ者として、バレー、キール、ハイネックがあげられる。

1950年代に発生した重要なUFOウェーブは、50〜53年の朝鮮戦争と符号する。ほかにも冷戦によるストレスが周期的に増大するにつれ、ウェーブは発生している。

1967年のウェーブは〝忘れられたウェーブ〟と呼ばれているが、同じころ第3次中東戦争が起きている。それは冷戦における小試練であり、史上第4位の大ウェーブだった。

1973年には、第4次中東戦争が勃発した。そしてイスラエル軍がある地点でエジプト軍分断に成功したとき、ブレジネフはホットラインを通じて、ソ連が戦争に介入することを通告した。ソ連は空挺師団7個を派遣準備し、アメリカは同1個師団投入を準備した。世界は米ソ両地上軍の直接対戦の危機のふちに立たされたわけである。

この年の10月、重要なコンタクト事例がアメリカのパスカグーラで発生。さらに人類の集合的無意識のより深いレベルで、月面を歩く宇宙服姿の飛行士が、想像を占領した。

したがって、アメリカにおけるコンタクト事例の大部分は、国家的、文化的変調をうけて、宇宙服姿の怪物を条件づけられた。だからアメリカ宇宙計画の技師やロボットもどきや怪物人間とのコンタクト例も見られたのである。

さらにコンタクティーは、コンタクト中に個性を〝調査〟されたというが、これはアメリカの政治、経済などの調査活動をソ連が評価に行なっていたことを象徴しているだろう。

以上の大ウェーブについての分析は、大ざっぱなものなので検討の余地は充分にある。しかし、このような新しい〝精神分析〟の見方があり、しかもきわめて有効なものであることを主張したい。

UFOの現象は、冷戦と、それに誘発されたタルポイド物質化の見地から分析されることを要請する。

ソ連のサイコトロニクス兵器

ここ数年間というもの、アメリカで発生した奇妙なキャトル・ミューティレーションは、とほうもない数に達している。

事件は明らかにコロラド州とその周辺に集中しているが、コロラドにはアメリカの〝心臓〟、すなわち報復戦略のコントロール・センターが所在している。これは意義深い。ソ連の計画で、切り刻み骨抜きとすべきは、アメリカの〝心臓〟だからだ。

しかしキャトル・ミューティレーションを説明するには、新しい[illegible]いくつかが必要だ。

心霊エンジニアリング——サイコトロニクス、すなわちソ連が〝エネルジェティックス〟と呼ぶもの——は、皮肉にも、アメリカ生まれでユタ州ソルトレークシティのT・ヘンリー・モレイが戦前に放射エネルギー増幅器を作成したのに始まる。

ソ連のスパイは1939年にこの装置の秘密を盗みだした。しかしモレイはその装置を自分で破壊した。この装置の建造はきわめて困難で、ソ連の建造作業は大戦によって中断された。

戦後すぐにスターリンは、原爆の開発がアメリカに出し抜かれたのに対して科学者たちを召集し、それに対抗するような画期的兵器の大発明を要請した。

科学者たちは、あらゆる分野の知識——どんなに奇妙で正論からはずれていようとも——を動員し、原爆の発想を超えた新しい飛躍のありそうな分野を探求した。ドイツのロケット兵器、アメリカの原子力兵器を開発するとともに、新しいタイプのスーパー兵器を開発しようというのだ。

1930〜40年代に、イブはアインシュタインの相対性理論、ニュートンの運動法則、万有引力の法則を、より

トーマス・ベアデン　瀬木聡訳

UFO現象は〝人類の集合的無意識〟が現実に物質化したものだ。精神と物質の超トータル理論モデルで初めて可能になった、新しい〝精神分析〟の具体的成果。

夢を分析して無意識中に眠るストレスや不調和を解きあかすことができるように、集合的無意識が夢を超えて現実に物質化したもの（タルパ表出）を心理分析すれば、集合的無意識中のストレスや不調和を解きあかすことができるはずである。

このタルポイドの物質化と表出の分析にあたっては、2つ以上の人類の大グループ間、つまり大国間に存在する緊張状態を徹底的に調べなければならない。

戦後において、集合的無意識にとって大きな緊張となったものは〝冷戦〟である。だから、UFOのようなタルポイド的現象は、冷戦の重大な局面と関係がある可能性をもつ。

まず、タルポイド物質化のメカニズムを簡単に要約しよう。

図9と図10は、人類の大グループ間のストレスが、どのように集合的無意識の層まで深く浸みこみ、それによってサイコキネシス能力が増大し、最後には〝ポップアウト〟（タルポイドの形成）や、全面的な物質化に至るかを示している。

A、B、C……と深くなっていく層は、都市、州、民族、文化、国家などのレベルのグループと、機能的バイオシステムをあらわしている。

これらをもとに、戦後の主なUFOウェーブをチェックしていこう。

米ソ冷戦とUFOウェーブ

戦時中、ソ連のスターリン首相は大戦がおわったら2年以内に西側世界を攻撃する計画をたてていた。しかしアメリカが原爆を製造したことで、その計画を断念せざるをえなくなった。

1946〜47年に、ソ連は、マスタープランを大幅に修正し、世界情勢は冷戦構造に移行した。そしてこの間、ソ連の多数の共産党員の無意識中には大量の恐怖ストレスが重い圧力となってのしかかっていった。

このことから全人類の集合的無意識中に強い衝撃が生じ、個の無意識中にポップアウトが起こりだしたのだ。無意識の連続層の調整作用により、サイコキネシス的な実在の形成が非常な勢いで進み、ついに現象化する。

ここで、これらの事態の出現の前提となる要素を分析しておこう。

人間の無意識が深く関与しているのは古代の記憶であって、近代史の体験ではない。この〝旧経験〟中では、男は戦いや狩りに出かけ、女は洞穴や要塞にとどまった。

霊長類においては、勃起したペニスは支配の象徴だ。それから火は集合的無意識にとっては、力を象徴する。だから、1946〜47年当時のソ連を源とする〝脅迫の浸透〟は、すべて、戦いの対象であるすぐ隣の地域にペニス象徴や火の象徴を送りこむのが当然だった。

一方、浅いレベルの無意識では、大戦中のドイツのV型ロケットが、人々に強い印象を与えていた。ロケットは火を噴くペニスである。この兵器使用は世界中の想像力を刺激した。

したがって、1946〜47年当時は勃起したペニスと火が、支配・脅迫・権力として、〝戦争の脅迫者〟のいる地域の近辺に物質化して登場したのは当然といえる。

果たしてそのとおり、ソ連に近いス

超ハード論文　精神／頭脳／物質モデル【下】

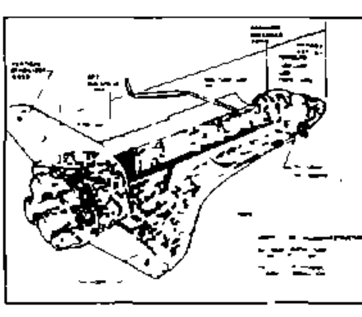
米ソ冷戦とキャトル・ミューティレーション

ナーンの人たちは、精霊たちを[illegible]に見ているだけでなく、会話さえ交しているというのだ。
　彼らは、このようなことは本来フィンドホーンだけでしか起きないことではないのだという。すなわち「フィードホーンの価値は『新時代』の意識の実相[illegible]実践して見せることにある。さまざまな形態は特に法[illegible]ことではない。それら[illegible]を創り出すの[illegible]からである。そして生きた見本として[illegible]は そこで[illegible]他の諸センターで適用されるための『マザー・センター』だと自己評価している」というわけである。
　フィンドホーンの精霊たちの描写を見ていると、アイヌのコロボックル伝説を思い出さずにはいられない。特にフィンドホーンでハリエニシダの茂みを刈りとったところ精霊たちが「あの花々はわれわれの[illegible]なのだ」といって騒いだという話など、フキの葉の下に住むコロボックルにソックリだ。彼らは日本にもいるのだろうか。（S）
（日本教文社　1600円）

『ザ・スペース・シャトル』決定版!!揃えておきたいこの一冊

若居亘監修

スペース・シャトルの打ち上げ[illegible]前後して、それこそ山のように[illegible]の関係の本が出版された。しかし何しろそのほとんどは打ち上げより以前に書かれ編集されたものなので、いわば設計図止まりにならざるを得ないという恨みがあった。
　本書はその点、「NASA決定版!!スペース・シャトルの全貌」と謳うだけあって、まさに総決算ともいうべきものであろう。何しろ編集が良心的[illegible]。[illegible]してみよう。
「[illegible]多かった。用語の[illegible]も難[illegible]。幸い諸先輩の出された本が数多くあったので用語の使い方はできるだけ諸先輩の例にならった。それでも解らないものは勝手に新語を作ってみた。自信がないので英語もそえるようにした。それでも解らないものは解らないじまいにした。とくに数字は日本のどの資料を見ても大なり小なり異っている。どれが本当か解らない。本書は、従って、NASAの文献に従った。ただし、ポンドをグラムに、フィートをメートルにと勝手に換算したので、ひょっとするとそこに間違いがあったかもしれない。不備の点は悪しからずお許しいただきたい。なお問合せにはNASA資料をもってお答えしたいと思うので、資料ご希望の方はご一報いただければ光栄に思う次第である」
　こう書かれた下には、参考文献が非常に丁寧に記してある。
　本国からの長老科学者や宇宙飛行士たちのメッセージに続く、素晴らしいカラー口絵の中には、[illegible]本初公開の写真[illegible]ないし、私が個人的に[illegible]は何度も刷り直したと[illegible]印刷の出も最高である。
　スペース・シャトル開発の歴史、機体の細かい構造、様々な訓練[illegible]、詳細な[illegible]そし[illegible]人[illegible]ニュー。将来への展望。宇宙服や宇宙食のこと。600余点という図版や写真を余すところなく使い、どこをとっても無駄なページがない。その[illegible]には「ボイジャー」に乗せ[illegible]宇宙人への音声の[illegible]のレコードまで付いているのだからうれしい。
　他の本を[illegible]買ってしまった人、ちょっと[illegible]。（志水）
（ラ[illegible]ド　1800円）



四次元宇宙の謎

ラモン・バルデス・ジュニア著
南山宏訳

　著者自身がいっているようにこの種の研究はかなり難しく、ヘタをすれば何千冊もの本と資料にただ埋もれてしまう人々のほうがはるかに多いであろう。一例として、[illegible]は、UFO研究家として[illegible]・T・サンダー[illegible]かなり[illegible]多い。
　またこの本の中では数多く四次元という言葉を使っているが、従来のように何でもできるような神秘的響きではなく、ある種の定義づけをしようとしているのは興味を引く。特に第15章の「真の心霊的人格と肉体」では、脳は肉体の中央制御盤とコンピューターの[illegible]しか演じていないと説き換えて[illegible]それらを指導する第三の存在を[illegible]して[illegible]興味[illegible]大[illegible]問題[illegible]、ときには[illegible]賞受賞者[illegible]この問題にかかわっている。これらはUFO研究者や超心理学の研究者にとっても無縁のものではないはずだ[illegible]る種類の仮説について[illegible]をもたらすだろうし[illegible]る種の情報によって[illegible]ていると主張する研究者も存在する。
（二見書房　690円）

BOOK PLAZA ブックプラザ

第3の選択

冗談が暴いた？米ソの陰謀

レスリー・ワトキンズ
デイビッド・アンブローズ 共著
クリストファー・マイルズ
梶野修平訳

何年か前の、確か冬の木曜日のことだったと思う。新聞のテレビ欄の、いつもなら『スパイ大作戦』か何かをやっている夜中の時間に『サイエンス・レポート』と題名だけが書かれている番組を発見した。

最初のうちはてっきりノンフィクションだとばかり思って見ていたが、途中、月の裏面の着陸地図が出てきたシーンで、これはすごくよくできた冗談番組であるということに気がついた。

案の定、最後に「この番組は英国で昨年4月1日に放映されて……」といったテロップが出て、やはりこれがフィクションであったことが明らかにされ、以後しばらくの間SFファンの友人たちの間でかなりの話題になったものだった。さすがは、ワトスン博士の新しく発見された手記によるシャーロック・ホームズの記録』が次々と刊行されているお国柄だ、と。

しばらくしてその友人の中の1人が「こんな本を見つけたよ」とポンと渡してくれたのが、その『サイエンス・レポート』の小説化作品、すなわち本書の原著であった。

というわけで、この作品はフィクションのはずであった。ところが……。

ウソから出たマコトという言葉があり、ヒョウタンから駒が出るという表現があるように、この作品、本当に実在する何らかの陰謀に、かなり近いところをいい当ててしまったのではないかというのである。

原著者の1人ワトキンズも、訳者の梶野氏が問い合わせたところ、あくまでこれはフィクションとして書かれたものだが、「(本書が)はしなくも実在する恐るべき陰謀を暴いたと確信する、世界各地の非常に聡明な読者から、数百通にのぼるお手紙を頂きました。ことによると私も本当に暴露してしまったのかもしれません」(傍点梶野氏)と書いてきたという。

また本書のあちらこちらに豊富に引用されている新聞記事は、ほんの2～3の人名が架空のものになっている他は、すべて原著者が大英博物館の新聞資料館で数週間かけて調べた本物であるということだ。そんなところにも、あるいはひょっとしたら、とわれわれに思わせてしまうものがあるのだろう。

よくできた娯楽作品として読むか、あるいは国際的な大陰謀の一端を暴いて見せた衝撃の書として読むかは、読者の自由である。しかし、もし後者だとすると、米ソ共同の秘密プロジェクト・チームによって、人類は月の裏側に宇宙基地をつくり、そこを足場としてすでに1962年に火星へ到着し、火星生物さえも発見していたことになるのだが……。

その真相は本書の中にあるのである。

(白野)

(たま出版　1600円)

フィンドホーンの奇蹟

精霊実在の証拠はこれだ!?

ポール・ホーケン著
コズモグループ監訳

北スコットランドの荒れはてた砂漠フィンドホーンに、一群の人々がやって来た。そして何年かが過ぎた時、そこは緑なす花園に変わっていた!!

しかも彼らのいうところでは、これは神秘的な考え方を応用し、自然の精霊たちの協力を得ているせいだというのである。

そんな馬鹿な!! 自然の精霊たちが作物を育てるのを助けてくれるなんて。しかしフィンド

一九九九年カルマと霊障からの脱出

桐山靖雄著

偶発的なちょっとしたことが、結果的にその人の一生を左右する大事に至ることがある。そんな時われわれは何か目にみえないモノに操られているのではないか、といった疑問を抱く。

著者の言によれば、この世の人が罪を犯したり、事故にあったり、家運が傾いたりするのはすべて、避けることのできない、もって生まれた"因縁"であり、そしてこの因縁をもたらしているのは、執着が残って成仏できない「霊」、およびカルマ(業)である。

本書は4章で構成され、第3章までは"霊"あるいはカルマから解脱する方法を、著者自らの経験から示している。

全体の約半分を占める第4章は、あのノストラダムスの大予言の解明にあてている。「アンゴルモア大王」がよみがえり、世界の救世主となるプロセスが日本を舞台に展開するのだ。

仏教は数多くの宗派を擁しているが、われわれにとって必要なものはただ1つであり、これこそが滅亡寸前の地球をも変えてくれるという。運命の日は18年後に迫っている。

(Y)

〔平河出版社　880円〕

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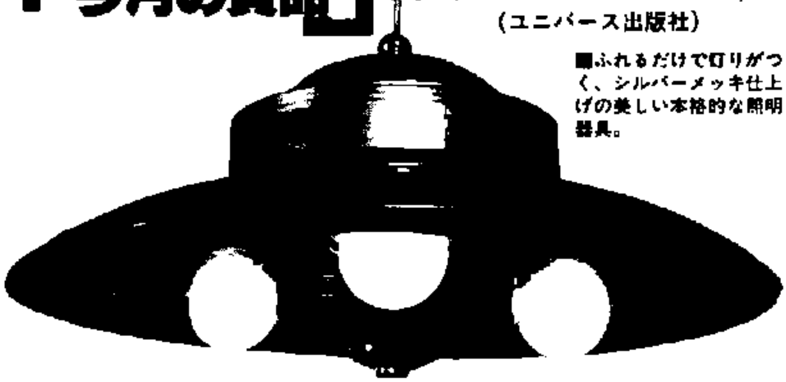
UFOと宇宙 10月号クイズ

〔問題〕先ごろ、世界最大規模のUFO会議ともいうべき、「MUFONシンポジウム」がボストンで開催されました。MUFONとは次のどの略称でしょうか。

① Most Useful Flying Object for Nations
② Municipal UFO Navigators
③ Mutual Forum of Naturalists
④ Mutual UFO Network

「今月の賞品」

A賞↓UFOコードペンダント/1名
(ユニバース出版社)



■ふれるだけで灯りがつく、シルバーメッキ仕上げの美しい本格的な照明器具。

■A、Bの抽選にもれた方々の中から10名様に、ライトが当たるとキラリと光る反射材つきヘアバンド「ルミスポーツ」をさしあげます。
(ソニーケミカル)

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■エネルギー問題から日常生活の時間配分まで――315項目に及ぶグラフ、表を満載し、21世紀を予測する"数字で見るデータ集"

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ハガキの書き方

●あて先
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8月号クイズ当選者

「UFOと宇宙」8月号クイズの正解は、③のビクター・フランケンシュタインでした。応募総数3946通、正解3129通、当選者は左記の通りです。

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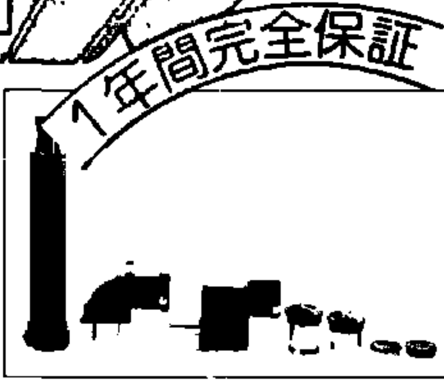
(敬称略)

10月号クイズ応募券



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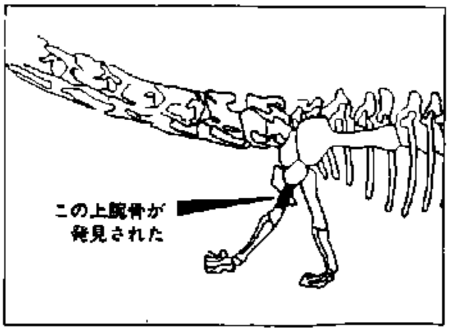
…品は絶対に悪用しないで下さい。

谷川善和教授（古生物学）ら内外の恐竜専門家によって「10メートルを超す大型恐竜の前足」であることが確認された。

大恐竜の化石の発見者は、東大理学部地学科の花井哲郎教授と国立科学博物館古生物第二研究室の加瀬友喜研究官。2人が現地を訪れたのは53年の8月25日ごろ。当時、加瀬さんは東大理学部地質学教室の大学院生で、博士論文作成のための地質調査が目的だった。

2人が調査に選んだ茂師地区は、白亜紀の古生物の宝庫。海岸わきを走る旧国道45号ぞいの山側で化石は発見された。長さ約50センチ、直径20センチもある巨大なものだった。



長谷川教授は、この骨は丸いうえ、肉を付ける[illegible]が約4センチと分厚いことを指摘。恐竜の骨を裏付ける証拠としている。また上腕骨に間違いないとし、[illegible]1メートルを超える恐竜となれば、四つ足で歩いた竜脚類の仲間しか考えられないという。

■■■■イリオモテヤマネコを人工増殖■■■■

環境庁はこのほど、絶滅が心配されている沖縄県・西表（いりおもて）島の特別天然記念物イリオモテヤマネコを捕獲して人工増殖する方針を決めた。

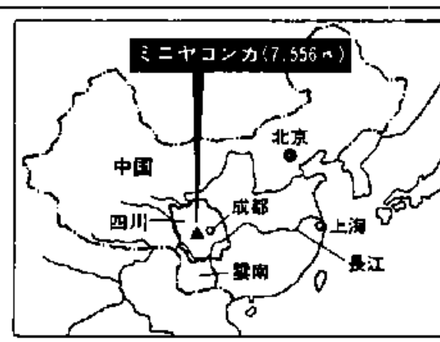
イリオモテヤマネコは、昭和40年に初めて存在が公表され、ほ乳動物学では20世紀最大の発見とされている。イエネコに比べてやや大きい。尾は太くて胴は長い。ネコの中ではもっとも原始的。そのため「生きた化石」とも呼ばれ、52年に、国の特別天然記念物に指定された。

環境庁では、49年から51年にかけて行なった大規模な[illegible]調査の結果から、生息数は30匹前後と推定している。

同庁は、54年10月から、夏場を除き、島内8カ所で3日に1回、生きたニワトリを与える給餌作戦を続けている。だがこれによってヤマネコが増えているという結果は見られず、このため[illegible]予定となった。57年度からは[illegible]に加え、生息、行動調査など幅広い保護対策を開始することにしており、その中で人工増殖の方法を検討していくという。

■■■■世界の珍チョウ 日本登山隊が採取■■■■

「ウンナンシボリアゲハ」が、北海道山岳連盟ミニヤコンカ登山隊によって、中国の四川省で採取された。このアゲハは、世界で1匹しか見つかっていなかった珍しいチョウ。半世紀前、中国の雲南地方で植物採集をしていた英国人植物学者によってメスが1匹だけ捕えられている。この標本は、大英博物館（自然史分館）に保存されているが、チョウの進化の上でも非常に古い[illegible]に属しているという。



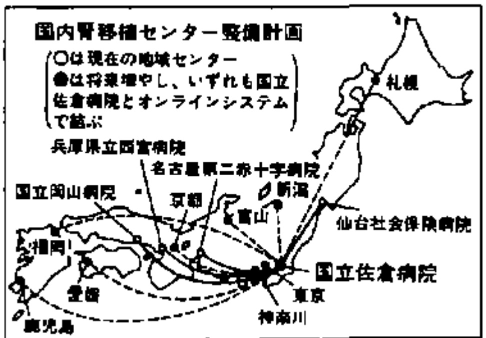
同登山隊がチョウを捕えたのは、ミニヤコンカをえぐる氷河から流れる川沿いに登る途中の標高1200〜1300メートルのところ。この時約30匹のチョウを捕え、帰国後、北大農学部の久万田敏夫助教授に鑑定を依頼した。その結果、ウンナンシボリアゲハが14匹（オス11匹、メス3匹）含まれていることがわかった。東京の国立科学博物館動物研究部昆虫第一研究室の黒沢良彦室長や日本蝶類学会の役員にも見てもらい確認した。

今回採取した中には世界で初めてのオスも含まれているため、学会からも注目されている。

サイエンス・ニューズフロント

電電公社では郵政省の認可を受け、来年春には全国のターミナルや空港、デパートに設置するという。また、1枚3000円のカードは、電話局だけではなく、たばこ屋などでも簡単に買えるようにする。

腎臓移植にオンラインを導入



厚生省は、国立佐倉病院（千葉県佐倉市）の「腎移植センター」と仙台社会保険病院など全国の〝地域〟センターをコンピューターで結ぶなど、大幅な整備をする方針を決定した。

現在、臓器を提供する意志のある人は社団法人「腎臓移植普及会」（東京品川区）に登録、手術を希望する患者は地域ごとにサブセンターに、国立佐倉病院には一括登録され、電話による情報交換が行なわれている。しかし、遺体を傷つけたくないとする風潮があるため、死体腎提供は伸び悩み状態にあった。

ところが、6月にアメリカのカリフォルニア大学から、死体腎を7000ドルで提供するというあっせん申し込みがあり、仙台社会保険病院などで実際に移植手術が行なわれたことから、厚生省は対応を迫られていた。

同省が検討を進めているオンラインシステムは、国立佐倉病院にコンピューターを置き、地区サブセンターの端末器と結ぶ。拒絶反応を少なくするための組織適合検査結果など必要な全情報が入力される。これによって、現実に死体腎が出た場合、適当な手術患者を瞬時に選び出すことができるようになる。

同省は、本年度中の整備を目標にしている。

日本人の鼻は高くなっている

低いとされていた日本人の鼻が、全体的に見ると次第に高くなっているという。

昭和34年に行なわれた顔に関する調査によると、鼻の形にコンプレックスを持っている女性の多いのが目立っていた。しかし、最近の調査では、鼻の形に不満を持つ回答は、グンと減っている。眼やまぶた、その他の部分を回答した人の増加が目立っているのだ。

鼻の形と答えた人にしても、低過ぎる悩みの方は減ってしまい、逆に高過ぎる悩みが、すこしだけだが、浮かび上がってきている。

日本人の身長が驚異的に伸びているのに比例してか、鼻も徐々に高くなっているようだ。

なお、一世代前は、整った高い鼻の山本富士子が、美人の典型だった。だが、今ではちょっとおもむきが違う。現代女性が選んだ鼻は、トップが松坂慶子型で、山本富士子型は第3位へと転落していたのである。つまり、今の女性の鼻は全体的に高くなっているから、このような結果が出たといえる。高くなれば、高い鼻の価値は以前ほどではなくなってきているというわけだ。

これは、栄養が良くなっていることに起因しているらしい。

大恐竜の前足の骨の化石発見

日本にも、大恐竜が生存していたことが、このたびはっきりした。石川県の岩石採掘師の約1億年前の地層から発見された骨の一部が、横浜国立大学の長

ると同時に、仕事疲れを軽減しようと一石二鳥を狙ったアイデア。

ボーイング767は中距離ジェット旅客機、世界のベストセラー727機の後釜を狙っている。すでに300機の受注があり、全日空も40機発注。1機96億円だ。試験飛行、乗員訓練を経て1983年春から就航する予定になっている。

■■■■フィルム不要のカメラ　ソニーが開発■■■■

なんと、フィルムがなく、現像も焼き付けもいらず写真を撮影、カラーでもモノクロでもプリントできるシステムが、ソニーによって開発された。

この新しい方式のカメラは、マグネチック・ビデオ・カメラの頭文字をとって「マビカ（MAVICA）」と名づけられている。

従来の写真は、銀を使った感光材に化学的に記録しているが、この化学処理をすべてエレクトロニクス技術に置き換えたのが特色。このシステムは、レンズを通した画像をCCD（電荷結合素子）と呼ばれる半導体により電気信号に変換、この信号を縦60ミリメートル、横54ミリメートル、厚さ3ミリメートル、重さ8グラムの超小型磁気ディスク「マビパック」に記録する仕組みになっている。1枚の磁気ディスクには50枚の画像を記録でき、撮った写真は「ビューアー」という機械にかければただちにテレビで見ることができる。また磁気記録のため、簡単に消去したり、ブラウン管の操作で自由に拡大したり、トリミングしたり、色調のコントロール、白黒の反転なども簡単にできるほか、ビデオ・アートのように、絵や他の写真との合成もできる。

また、カメラの大きさは、35ミリ一眼レフなみ。一方、磁気ディスクは1枚600円程度で発売される。発売当初は、カメラ、ビューアー合計で20万円程度にしたいと、ソニーでは意気込んでいる。なお、ソニーでは現在、紙にプリントできる装置も開発中。

■■■■電話もいよいよ　キャッシュレス時代に■■■■

電電公社は、硬貨の代わりに磁気カードを用いて通話できる磁気カード式公衆電話機と、それに使用するカードを開発し、このほど公開した。ついに電話も、キャッシュレス時代に入ることになるわけだ。

カード式公衆電話システムは、あらかじめ3000円分（300度）が記憶されている回数券方式の磁気カードを購入する必要がある。カードをこの公衆電話機に差し込むと、ダイヤル通話が可能となるわけだが、電話機のパネルには、カードの残り度数が表示され、通話した時間に応じて、度数を減らす数字が動く。通話が終了すると自動的にカードが出てくる。小さな穴でカード上に残りの通話量が表示される仕組みになっている。

通話中にカードの残り度数が不足してきても、予備のカードを持っていれば大丈夫。約10秒前に警告音が鳴り、電話機のパネルの度数表示が点滅するので、この間に新しいカードを差し入れると通話が継続できる。

これならば、長距離電話をかける時も硬貨をたくさん用意する必要はない。また、100円玉を使う公衆電話は現在、通話が早く終わってもおつりが出てこないが、その点も解決されることになる。

サイエンス・ニューズフロント

ボイジャー2号 土星に最接近

NASA（米航空宇宙局）の無人惑星探査機ボイジャー2号は、米西部時間8月25日午後8時24分（日本時間26日午後零時24分）土星に最接近。その直後テレビカメラなどを載せたプラトホーム（台）が回転しなくなり、正常な画像が得られなくなるというアクシデントに見舞われたものの、約24時間後には故障も回復に向かった。しかし、完全な機能回復はできないまま土星離脱をすることになった。

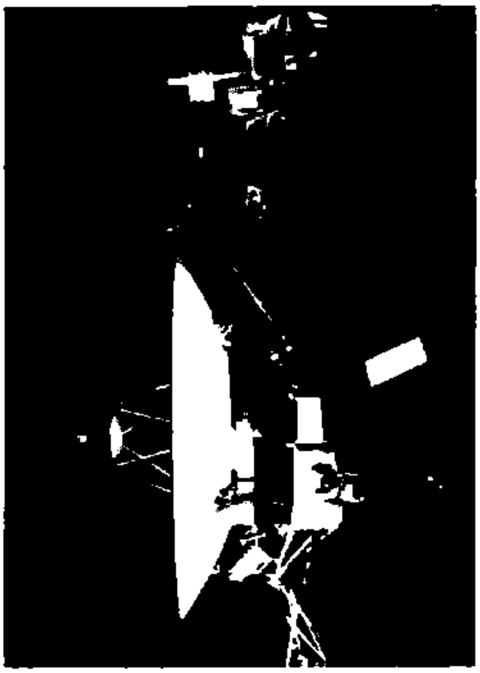
ボイジャー2号からは、最接近する前にもいくつかの画像が送られてきているが、1号の場合に比べ、3分の1近くの距離にまで接近しているので、写真の解像度は4倍ほどよかった。

22日午後8時30分（日本時間23日午後零時30分）には土星の衛星の1つイアペタスまで約30万キロの距離に最接近した。イアペタスは土星の衛星のうちで3番目に大きい。氷でできたこのイアペタス、表面には明かるい部分と暗い部分があるが、この明暗の謎も解かれることになるだろう。

また、土星の輪のA環にあるすき間〝エンケ間隙〟の中に、よじれのある2本の輪があることがわかった。2本の輪のうち1本は、エンケ間隙のもっとも内側にあるが、これら2本の輪は、3本のひもがよじれたように見えたF環と同様の奇妙な形をしている。しかし、からみ合っているかどうかは不明だ。

この他にも、衛星エンケラドスには、内部に摩擦熱が発生して、表面の氷が解けているらしいことなどがわかっている。それだけに、土星最接近直後の故障は残念でならない。

ボイジャー2号は土星[illegible]天王星に向かって飛び続ける。天王星最接近は、1986年1月24日の予定だ。

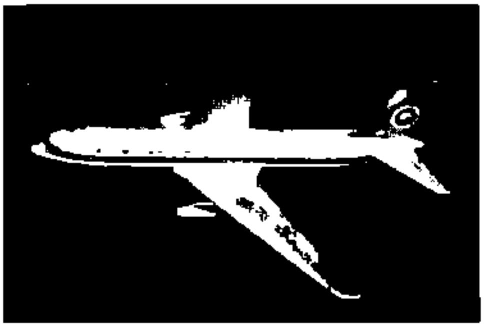


（写真／WWP）

ボーイング767 日米伊が共同開発

日本、アメリカ、イタリアの3国が共同開発したボーイング767原寸模型がこのほど完成、初めて一般公開された。

ボーイング767のセールスポイントは、何といっても〝低燃費〟と〝低騒音〟だ。



日本は、胴体とドア、主翼のフェアリング（整形板）など全体の15パーセントを分担、イタリアも同じく15パーセントで尾翼などを担当。ボーイング社が残りの70パーセントを手がけた。

メカニック面における特徴は、操縦室から計器類がかなり消えてしまったこと。計器に代わって、パイロットの前に小型テレビのようなブラウン管がはめ込まれた。見たい計器をリクエストすれば、たちどころに画像が現われるしかけになっている。異常を知らせる計器は自動的に画面に飛び出してくる。これは、パイロットの注意力分散を避け

当然、彼らは何万世紀も前に、進んだ科学技術文明が存在できる主要な惑星として評価し、訪問してきているのだ。そして、彼らは、地球人たちが宇宙に目を向け、その同族たちに関心を持ち、研究や探査を始める段階に至るまで、原始的文明から始まる進化の過程をつぶさに観察し、最終的に〝銀河連盟〟に加盟できるようになるかどうか興味深く見守っている。しかし、彼らは、われわれの発展に一切干渉は避け、慎重に注意深く観察のみを続けるだろう。

われわれは、宇宙の野生保護動物のようなもので、現在進化の危機段階にある。というのも、人類は初めて自らの手で自己を絶滅することが可能な段階に達しているのだ。われわれに似た異星人たちにとって、人類は第一級の興味対象だと思われる。この理由について、別の観点から検討してみよう。

われわれが、太陽系外の星へ訪問することが可能になったとき、最大の発見と称せられるのは、生物を発見することであろう。たとえバクテリアの発見だけであったとしても、宇宙にいるのは、われわれだけではないということを実証できる。実際、われわれは、火星にそういった生物を発見できることに望みを託していたが、発見することはできなかった。もし、将来どこか他の天体にバクテリアさえ発見することができたなら、われわれの宇宙探査史上決定的な飛躍となるであろう。

しかしその発見も、植物や知的生命体になりうる動物が存在する惑星の発見に比べれば色あせてみえる。このような状況下においても、生物の発展の無限の可能性を秘めた星を征服、破壊するという考えはまったく的外れである。

進歩した異星人から見た、最も価値のある地球人の姿は、あるがままのわれわれ自身なのである。われわれは、人類学的および科学的なオアシスである。進化途上の危機や障害を乗り越えようとしている知的生命体の生きたサンプルなのだ。このため、彼らはわれわれ地球人をそっと静かに観察している。数多くのUFOの目撃からも、この推測は裏付けられる。ほとんどの場合、UFOは地球人に干渉しようとしない。

UFOの操作や動力体系については、われわれの科学では計り知れないとされてきた。あのSF作家アーサー・C・クラークも「充分に進んだ科学技術は、魔法のように見えることだろう」といっている。異星人が、目の前に現われて、その技術を見せられたら、われわれは当然のことながら、当惑してしまうにちがいない。

進歩した地球外生命にとって、地球は、興味のつきないものである。地球人が自分の惑星を出て、他の星を探訪しうるようになりつつある可能性の中で、宇宙船に必要な巨大なエネルギー制御という、かつて地球人類が直面したことのない問題にどう立ち向かっていくか、非常に興味のある問題であろう。だから、彼ら異星人たちが地球を訪れて、地球人たちに干渉することなく観察を続けているという推論は、的を射ているはずだ。

われわれ地球人類は、宇宙空間を行きかう確かな技術を持った生物になれるか、あるいは自らが生み出した破滅に、自らを投げ込むかどうかという正念場に立たされている。そのどちらの結果になるとしても、宇宙の同族たちは、この事態に注目し、興味深くその成りゆきを見守っているのである。■

▲星のゆりかご・オリオン座大星雲。

行センターのマイクル・ハートは、そのうちで最も重要な要因について、次のような算定を行なっている。

もし地球が実際よりも5パーセント太陽に近かったとすれば 生命は誕生しなかっただろう。その場合 地球の海水は沸騰し、世界中が温室のようになる。そして まるで金星のように、地球全体が南北両極に至るまで平均460度Cの熱さになってしまう。また、地球が太陽より2パーセント遠かったとすれば、地球上はすべて氷河におおわれていたはずである。

地球のような星をつくるのも、思っていたより、難しいようである。1960年代に カール・セーガンを始めとする著名な天文学者たちは、われわれの銀河系内に、知的生命が住むと思われる星は100万個もあるとしていたが、それはどうも楽天的すぎる見積りのようだ。

バージニア大学の物理学者ロバート・ルードとジェイムズ・トレフィルは最近、その著書『われわれは孤独なのか?――宇宙にいるのはわれわれだけなのだろうか?』（スクリブナーズ社、1981年）において 銀河の中で知的生命が存在する可能性のある星は数十個程度が妥当な線だろうと主張している。銀河系に2000億個の星々が存在することから考えれば、これは実にわずかなパーセンテージだ。

他星には知的生命体がほとんど存在しないというこの事実は われわれの宇宙における同胞である知的生命体に対する、新しい見解をもたらすことになる。

議論をすすめていく都合上、銀河系の歴史の中で、地球によく似た100個の惑星で知的文明が出現したと仮定しよう。現在 銀河系の発生から120億年経過していると推測されており、銀河の渦巻きのらせん状の腕の部分については、おそらく少なくとも80億年前からあったものと考えられている。したがって、この80億年の間に、腕の部分で100の知的生命が誕生したことになる。

文明が誕生し、はるか高い段階にまで進歩するには、普通多くの時間を要する

しかし、地球人が、地球外の生命の問題について考えるようになったのは ほんの2000年あまり前のこと。この研究に現代科学技術が用いられるようになってからは、わずか50年たらずなのだ。100個の文明のうちたとえ1つでも、その発展過程において、われわれとちょうど同じレベルにあるという確率は、宝くじを1枚だけ買って大当たりするのと同じようなものだ。

われわれの銀河系内で、自らの太陽系を探査する宇宙船を建造しているのは地球人しかいない。他の恒星系へ到達することを計画しているものも他にない。核融合や核分裂、化石燃料の技術を保有するものも他にない。そして 工業化時代のあけぼのより2世紀、諸発見のラッシュや、科学技術の急激な発展を経験しているものも他にはない。他の星の知的生命体は、これらのことをとっくに経験しているのである。

彼らは、ずっと以前に恒星間飛行の方法を手にし、老化や病気の問題についても解答を出している。彼らにとっては、エネルギー危機などはるか大昔の出来事なのだ。どうしてそのようなことを確信をもっていえるのか。それは、これらのことがなにひとつ物理的法則に反していないからである。

適当な技術さえあれば、われわれも宇宙を駆けめぐり、寿命をのばし、事実上無限のエネルギーとされる星々のエネルギーを引き出して 活用することができるのだ。もし、銀河系の100の文明がこの段階に到達しているのならば、この数世紀の間にわれわれもそこに到達することができるだろう。もちろん、われわれが自らの首を締めていなければの話だが。

興味の対象は地球人類

しかし、健康や宇宙旅行、エネルギーの問題が解決された後にも、いくつかの知的な問題は依然として残る。このため、知的生命体は他の星に存在するかもしれぬ生命について関心を示すようになるだろう。遅かれ早かれ進んだ文明同士は、互いに出会うようになる。われわれより以前に出現した知的文明を有する生命は、単独で、あるいは協力しあって、銀河の調査をすすめているのだ。

かの箇所で渦動が生じ、最終的にピザパイ形の円盤となって安定する。その中心にある大量の物質が恒星を形成する。円盤の残りの物質は、徐々に惑星や小さな星になる。しばしば、ほぼ同じ質量の星が2個以上誕生することがある。これがいわゆる連星である。

　このように無数の恒星が存在するということは、無数の惑星が存在することを意味しているように思える。しかし、実際はそう単純ではない。タイプの異なる種々の星について調べていくと、きわめて複雑だということが判明するのである。

　たとえば太陽より大きい星は、何百倍何千倍も太陽より明かるく輝き、巨大なかがり火のように、ぜいたくに核燃料を消費してしまう。そして、それらはほんの数百万年という短い期間に爆発して、その質量をばらまくか、もしくは、超新星の爆発として自らを破壊し、その本体を失ってしまうことになるだろう。

　太陽の2倍以上の質量を持つあらゆる星の寿命は、15億年に満たないのだ。

　地球の場合、誕生後15億年といえば、そこに生息する最も進化した生物といえば、バクテリアや藻でしかない。また、その地殻形成においても、最初の安定した土地が海面に形をなす時期より前である。

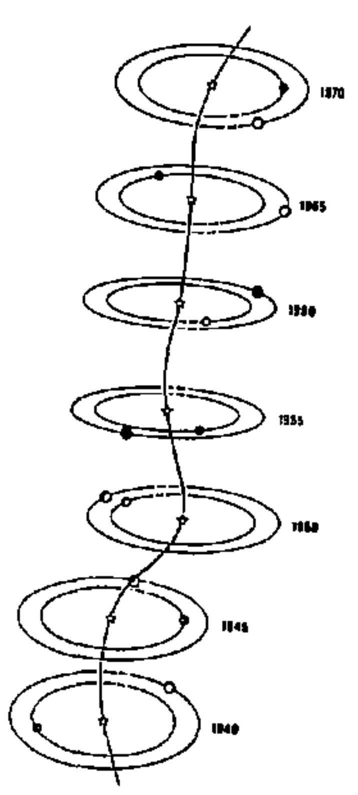
　地球の年齢は、現在45億年だが、生物が海を出たのは、ほんの5億年前のことにすぎない。わが地球での経験によれば、長期間にわたり太陽と地球が安定した状態を保っていたからこそ、より進化した生命が生まれることができたのだ。生命の誕生と進化の過程は長くきびしいものなのである。

　太陽がもうすこし大きな星であったら、現在すでに爆発しているか、あるいは、膨張して赤色巨星となり、地球をのみ込んでいただろう。つまり、進化した生命がそこに誕生するという余裕はなかったであろうと考えられる。

　また、われわれの地球が連星系に属していたら、長期間にわたり比較的安定した状態を保つことはできなかっただろう。しかし、夜空に輝く星たちの約70パーセントは、こうした連星系なのだ。

　さらにまた、もし太陽が今より小さければ、いわゆる赤色矮星になってしまう。この種の星は、核融合反応によって、恐ろしい放射線の風を宇宙空間にはき出している。そこに生命を持つ惑星が存在することは、まずありえない。惑星が生命や水を保てるだけの熱を赤色矮星から得られる近さにあれば、生命は殺人的な放射線から逃れられないからである。

　はるか遠方の星を調べてみると、状況はますます悪くなる。われわれの太陽の位置する、銀河の渦巻きの腕にあたる部分には、星はまばらにしか存在しない。現在知られているほとんどの星は、銀河の中心部に密集している。これらの星は、第II種族に分類されており、第I種族に属する太陽とは化学組成が異なっている。しかも、その存在する位置のせいで、大量の放射線にさらされている。このような状態のところに、われわれの知っているような生命体の生息を考えるのは、ほとんど不可能である。



▲バーナード星の惑星によるふらつき。

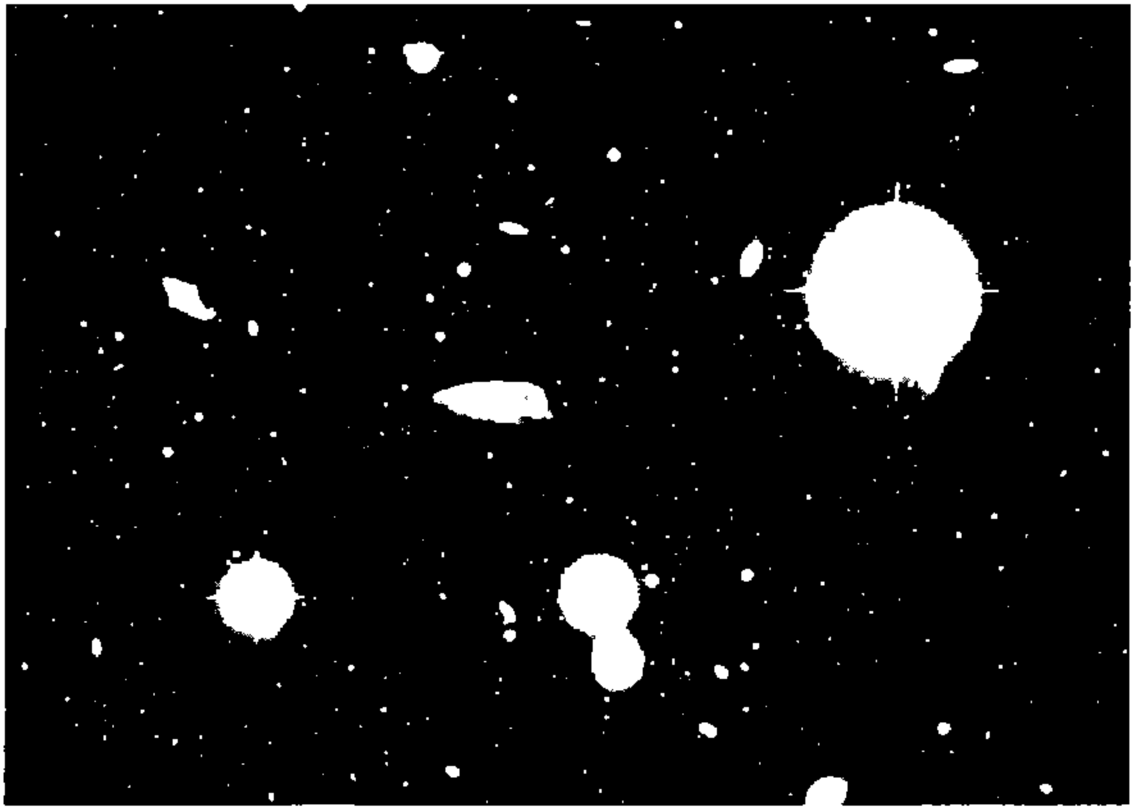
宇宙先進文明の可能性

　さて、これもだめ、あれもだめとなってくると、他の天体に生命が存在するというわれわれの期待はどこに残されているのだろうか。

　可能性として考えられるのは、渦巻き状星雲の腕の部分に位置して、基本的には、太陽と同じくらいの大きさを保っており、二重星や多重星でない恒星に属する惑星ということになるだろう。とすると、この条件に合致する恒星は、現在知られている宇宙の星すべての、ほぼ1パーセントにすぎない。

　次に、この恒星のグループの中で、地球に似た惑星が形成される可能性を推定しなければならない。すなわち、恒星に対する位置がほどよい距離にあり、つねに水が液体の状態で存在し、その他諸条件も生命の誕生に適している惑星である。

　これには種々の要因を考慮する必要があるが、NASAのゴダード宇宙飛



▲宇宙に数多く存在する惑星系——。だが生命を宿した星はごくまれだ。

きわめて強力なものでなければならない。それら証拠の当否を見てみることにしよう。

太陽系外にある惑星

1つのいい古された論拠は、無数の星があるのだから、宇宙には生命が存在しているはずだというものである。しかし、これは考えの浅い主張であり、より詳しい考察が必要となってくる。

恒星自体は太陽と同じような巨大な中心部における核融合反応によって激しい熱や光、そして放射線を発している。そこには生命は存在しない。それでもわれわれの太陽にいくつもの惑星があることから、他の恒星にも惑星があると推定できる。そしてこの件に関しては、重要な証拠をあげることができる。

へびつかい座にあるバーナード星は太陽から2番目に近い恒星である。太陽の10分の1と小さく、温度も低いために、暗く非常にぼんやりとしていて、肉眼で見ることはできない。しかし地球からわずか5・9光年（55兆8500億キロ）の距離にあるので、その恒星の動きを正確に追うことができる。

米国のフィラデルフィア近くにあるスプロウル天文台のピーター・ファン・デ・カンプは、その生涯のほとんどをこのバーナード星や、太陽系近傍の他の星々の研究に捧げてきた。その彼が、最近、バーナード星には2つの惑星があるという、かねてからの自説を裏付ける研究結果を発表した。

これらの惑星を直接観察することはできない。しかし、バーナード星の動きのふらつきを精密に測定することで、この小さな恒星に惑星の重力が作用していることを明らかにしたのである。

こうして判明したバーナード星の2つの惑星のうち、内側の惑星は、13・5年周期で公転し、その質量は太陽系最大の惑星である木星の70パーセントほどになる。また、外側の惑星はそれよりわずかに小さく、公転周期は約19年である。これに対して太陽系の木星は、太陽のまわりを1周するのに12年かかり、その外側の土星は30年で1周する。このように私たちの太陽系との一致が見られることから、他の恒星にも惑星が回っていると考えられる。

そしてまた、星の誕生の仕組みについても、今日ではかなりわかってきており、それによってもわれわれの主張を裏付けることができる。

星々は、星雲とよばれる宇宙の塵とガスの巨大な雲の中で誕生する。近傍の超新星爆発の衝撃波によって、星雲が収縮するとき、圧縮されたいくつ

UFOアストロノミー
われわれは宇宙の孤独な存在ではない

テレンス・ディッキンソン　天文学者／UFO研究家
白河和夫訳

宇宙に人類以外の知的生命は存在するか。はるかな昔から、多くの人々がこの問題に関心を寄せてきた。UFO地球外飛来説の基盤をもゆるがせかねないこの問題に、UFOと天文学の権威ディッキンソンが取り組み、宇宙先進文明の可能性を詳細に分析する。

宇宙の中でただ一つの地球のみにしか、人類が存在しないと考える人は、今日では皆無に近いだろう。

すでに紀元前450年には、ギリシャの哲学者アナクサゴラス（前500年頃～428年）が、宇宙全体にすべての生物のもととなる"生命の種子"がバラまかれたと考えている。さらにその4世紀後、ローマ詩人ルクレティウス（前94年頃～55年）は、宇宙はわれわれ人類のためだけに創造されたのではなく、他にも地球のような世界が必ず存在し、そしてそこには、人間のような生物が住んでいるにちがいないとほのめかしている。

その時以来、本当に地球以外にも生命が存在しているという考えは、その時代時代の宗教や科学の宇宙観に応じて、賛同を得たり、否定されたりしてきた。だが、20世紀に至るまで、そのような考えを実証する方法もなく、また基盤となる事実も発見されなかった。地球外に知的生命が存在するか否かという問題は、科学に関わるものであると同時に、宗教的テーマでもあったのだ。

この問題の転換期は、第二次世界大戦による科学技術の一大飛躍によってもたらされた。とりわけ重要なのが実用的ロケット開発の成功だった。これによって、太陽系外の星の知的生命が、恒星間飛行のできる輸送システムを保有している可能性もありうるということが明確になってきたのである。

また、これと並行して、地球外生命の問題に関心を抱く科学者たちも、強力で新しい科学技術を利用できるようになった。つまり、1960年～70年代には、生物学、物理学、天文学、宇宙航行学、その中でもとりわけ推進システムの飛躍的な発達が見られ、人類史上初めて、地球外生命の存在を暗示するデータがもたらされるようになったのだ。

ところで、UFOが地球外の知的生命によるものだ、という説得力ある事例を入手しようと思うのなら、まず最初に地球外生命の存在を裏付ける証拠が

分に属するもので、実験的に証明されている部分はわずかではあるが、実際にはもっと強い働きを持ったものではないかと推定される。

そしてわれわれ1人ひとりの心は、心のもっと深い部分で、お互いにつながり合って、ひとつのネットワークを形成している可能性があるのだ。その上、そのネットワーク自体が、われわれ1人ひとりのPKを媒介にして、現実に影響を与えていると考えられる。

とすると、もしそのネットワークの中にあるものを知ることができるならば、ちょうど設計図を見て完成した建物を想像することができるように、将来を予測することも、ある程度可能になってくるのではなかろうか。また同様にして、地図を見て遠隔の地の様子を知ることができるように、遠い場所で現在起きていることも、知ることができるだろう。これが予知とか透視とか呼ばれているものの仕組ではないだろうか。

ユングは、「共時性」が超心理学の原因であり、また超心理学現象は「共時性」の一部であると考えた。しかし、それはむしろ、超心理学現象が「共時性」の原因であり「共時性」は超心理学現象の一形態であると見るべきであろう。

この仮説は、かなり突飛なように見受けられるだろうが、原則として一応実験的に証明された原理のみを用いて、それらを大ざっぱに解釈することによって得たものである。そして、これまでになされたいかなる「暗合現象」の説明よりも、科学的仮説としての条件を満たしていると確信する。少なくとも「神」や「霊」などのように、非科学的なものではないはずである。

そして、もしこの仮説が正しいとすれば、原則として、すべての記憶が収められている無意識をテレパシーでつないだネットワークの情報量は、膨大なものになる。しかも、その中には、故人の記憶も残っていると考えられるのだ。

この巨大なメモリー・バンク「記憶銀行!!」こそが、霊媒や転生者たちの情報の出どころとなっているのではないだろうか。

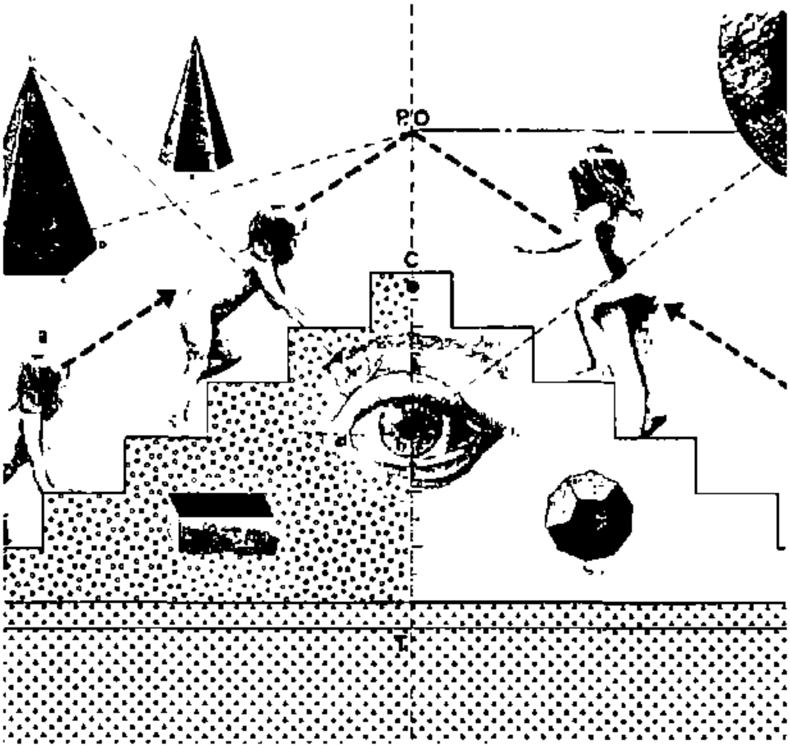
暗合現象とは、もしそれが存在するとするならば、それは、われわれの心が、現実の世界に影響を与えているということを示すヒントなのかもしれないのだ。■

紙面の都合で、とくに後半部の論旨を簡略化せざるを得ませんでした。この問題をより詳しく考えてみたい方に、次の本をお勧めします。

●「共時性」について
『偶然の本質』A・ケストラー 村上陽一郎訳 蒼樹書房
『自然現象と心の構造』ユング/パウリ 河合隼雄他訳 海鳴社
『信じられない偶然』A・ヴォーン 新島義昭訳 あかね書房
『サンバガエルの謎』A・ケストラー 石田敏子訳 サイマル出版会
『迷信の心理学』G・ヤホダ 塚本利明訳 法政大学出版局

●ユング派心理学について
『分析心理学』C・G・ユング 小川捷之訳 みすず書房
『空飛ぶ円盤』C・G・ユング 松代洋一訳 朝日出版社

●超能力について
『現代の超心理学』D・J・ウエスト 大谷宗司訳 誠信書房
『超心理の科学』G・マーフィー 中野久夫他訳 時事通信社
『超心理学概説』J・B・ライン他 湯浅泰雄訳 宗教心理出版
『幽霊を科学する』瀬川昌男 偕成社



ろうか。

「共起性」とか「共時性」とか呼ばれている現象の中には、右のような物理的要因を含んでいたり、ある種のタイミングを持って起きたりする場合が少なくない。このようないわば「純粋な暗号」をどう理解すればよいのであろうか。

暗合現象はなぜ起きるか

しばしば「暗合現象」は、神のしわざとされ、「神のお導き」や、「見えざる神の手」に帰されるのである。

しかし、それらが「神」のしわざであるという考えは、科学的説明として採択することはできない。というのは、それは何ものをも「説明」してはいないからである。

第一、もし神のしわざなら、カンメラーが集めた例のように、劇場の切符の番号と荷物預り札の番号を合わせたりするだろうか。こんな酔狂なことをする神とはいったい何者なのであろうか。

暗合現象として報告されている事例の中には、人間の心と関係したものが少なくない。たとえば、会いたいと思っていた人とバッタリ会うといった類いである。

決して強いものではないが、われわれにESPやPKといった超能力が備わっていることは、ごく一般的な方法による実験の結果として明らかにされている。

ひょっとすると暗合現象は、われわれの無意識のうちのPK（念動、いわゆる念力）によるものではないだろうか。このように考えてくると、暗合現象には数字や名前に関するものが非常に多いことも説明がつく。

まだ意識と無意識が未分化な状態にある幼児は、ダジャレを非常に好むし、大人を対象とした言語連想検査などの結果でも、やはり無意識の世界が語呂合わせに支配されていることに気がつく。

▲ESP能力を調べる実験。

もし、無意識のうちにわれわれのPKが働いているとすれば、当然それが現実界に反映して、暗合現象のようになって現われてくるとも考えられるのである。また、ユングらによると、数字もやはり無意識の中で重要な役割を果たしているという。

そうすると、私とM君とが申し合わせたように、環状8号線高井戸付近に来合わせたのも、無意識内容の反映なのだろうか。

いや、むしろこの場合は何かテレパシー的なものが作用していたと考えるべきであろう。

テレパシーも、やはり無意識的な部

そして、ジェイムズ・カーク・パトリック・ジュニアという、同じ名前を持ち、共に1956年6月4日生まれという2人の人物もまた、その社会保障番号まで同一であり、番号の変更を却下しているのだ。

これらの事例は、アラン・ヴォーンが「FATE」誌(1980年1月号)の中で述べているもので、報告自体の信ぴょう性も高く、記憶違いによる誇張なども入りにくい事例であろう。

1人の人が他の人に出会う回数を考えると、たまたま同じ番号を持った人が出会う可能性も皆無とはいえないが、あとの2つの事例に関しては特筆すべきことになってくる。

▲エジプトのスカラベ(中央下)。

約2億2250万人というきわめて多くのアメリカ人の中で、同姓同名さらに同じ社会保障番号を持ったカップルが、2組も出てくる確率はどのくらいあるのか。あるいは、同様にして、同じ日に誕生した同姓同名の人物が、同じ社会保障番号を持つというケースが生じるのは、どのくらいの確率になるのだろうか。詳しい計算はできなくても、相当に低い数値になることが考えられる。

これらの例を見ると、やはり「偶然の一致」ということは、単なる確率以上に起こり得るのではないかと思われてくる。

少なくとも右に示したことは、一応の統計的根拠として、説得力を持つものではなかろうか。

食い違う「共時性」の解釈

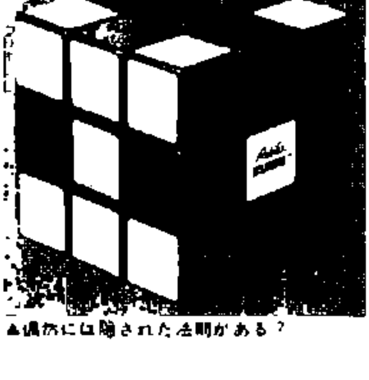
「暗合現象」については、すでに述べたように、多くの人が注目し、解釈をつけようとしてきた。

カンメラーは、あくまで超心理的解釈をせずに、物理的に説明をし、ユングはこれを無意識の力とした。しかし、ケストラーは彼らに対し「彼ら2人も非因果的な原理を提案して、しかもそれを擬似因果的な言葉で説明しようとした」と喝破している。

事実、よく見てみると、彼らのいう「連続性」や「共時性」は必ずしも同じものを指しているわけではない。カンメラーのいう「連続性」は時間的にやや前後して起きたものをも含めているのに対し、ユングの「共時性」は同時に起きたもののみを扱っている。また、ヴォーンは、「共時性」という言葉を使っているにもかかわらず、むしろカンメラー的な部分に注目し、予知夢のようなものまで「共時性」の一部として考察している。とくにユングは超心理学の実験結果をも「共時性」の現われとして考えているようである。

ユング自身は、おっちょこちょいのオカルトマニアが誤解しているように、因果律までをも否定しているわけではなく、因果律も認めてはいるが、ただそれだけでは不充分であるという考えである。しかし、超心理学の実験結果までも共時性に属させようとする考えには、私は同意できない。

確かに、テレパシーに関しては、媒体のようなものはまだ発見されてはいない。まして透視や予知については、そのような媒体を考えることさえ無理がある。とはいっても、だからこれらの現象は非因果律によるものだ、と結論づけてもよいものなのであろうか。


▲偶然には隠された法則がある？

そこでここでは、ひとまず予知や、遠感、あるいは透視と解釈される現象を除外してみよう。

冒頭に述べたM君と私の出会いの場合、もし、たんにM君のことを思い出したり、O君とM君について話をしたことが無意識のうちに、間もなくM君と会うことを透視したか予知したのだと解釈することも可能である。しかし、偶然にM君とよく似た人が通りかかったという事実によって、右のような解釈は不可能になってくる。

何がこのような物理的な「偶然の一致」をひき起こしたのであろうか。また、最近M君と出会ったのは、2人の家からも職場からも離れた場所で、お互いに予定外の行動で通った場所であった。仮に2人の無意識のうちのESPによってわれわれがめぐり会ったのだとしても、なぜちょうどこの原稿を書く直前でなければならなかったのだ

例としてあげている。

しかし、オーストリアの心理学者グスタフ・ヤホダは、その著作『迷信の心理学』の中で、この事件があった季節がコガネムシが飛びまわる時期であったかもしれないこと、そして窓ガラスが見える位置にいた女性患者が、たまたま窓ガラスにぶつかるコガネムシを無意識のうちに目にして、逆に彼女の話にそれが影響を及ぼしたということもありうると指摘している。つまりユングはこの可能性はおろか、それがコガネムシの出やすい季節であったかさえも明らかにしてはいないのである。

また、ユングは占星術に関する調査実験において、本来命中するはずのない占星術が適中するのは「共時性」が作用していると論じている。しかし、この実験にはその方法に問題があったことを、やはりヤホダによって指摘されている（本誌64号掲載拙稿「占星術──その信ぴょう性とカラクリ」参照）。

さらに、こういった記録一般について考えてみると、その多くは事件があってからかなり時間が経過して後に、初めて記録されることが多く、その間に記憶それ自体が誇張されている可能性も大である。ということは、それが偶然の産物であるか否かを決定することはできないのである。

◀カール・グスタフ・ユング

このようにいえば、それらの事件が発生する確率は非常に低いのに現実に起きている、と反論する人がいるだろう。私の体験を例にとれば、これはM君が私の大学のSF研の例会に出席する確率と、私が驚いて声をかけるほどM君によく似た人物に出会う確率とをかけた数値はきわめて小さくなるということを意味している。

だが、そのような反論にもいささか問題がある。たとえば、サイコロの1の目が出る確率が6分の1であるというのはどのようなことを意味するのだろうか。これは、サイコロを何度も振っている中で、1の目が出た回数が全体の回数の6分の1に近づいていくということなのである。

つまりたまたま1回目に振ったときに1の目が出ることも起こりうるのだ。発生する確率が非常に低い事件がたまたま起きたとしても、それだけでその事件に何か特別の意味づけをするわけにはいかない。

◀ヴォルフガング・パウリ

なお、こういった確率を計算する際に「少なくとも1000種あるアメリカ人の姓の中では、同姓の人物に出会う確率は1000分の1である」といったような判断の誤りも目につく。なぜならば、珍しい姓とありふれた姓が存在することを忘れているからだ。たとえば、アジモフという人が2人出会うよりも、スミスという人が2人出くわす可能性の方がはるかに多い。

説得性を持つ統計的証拠

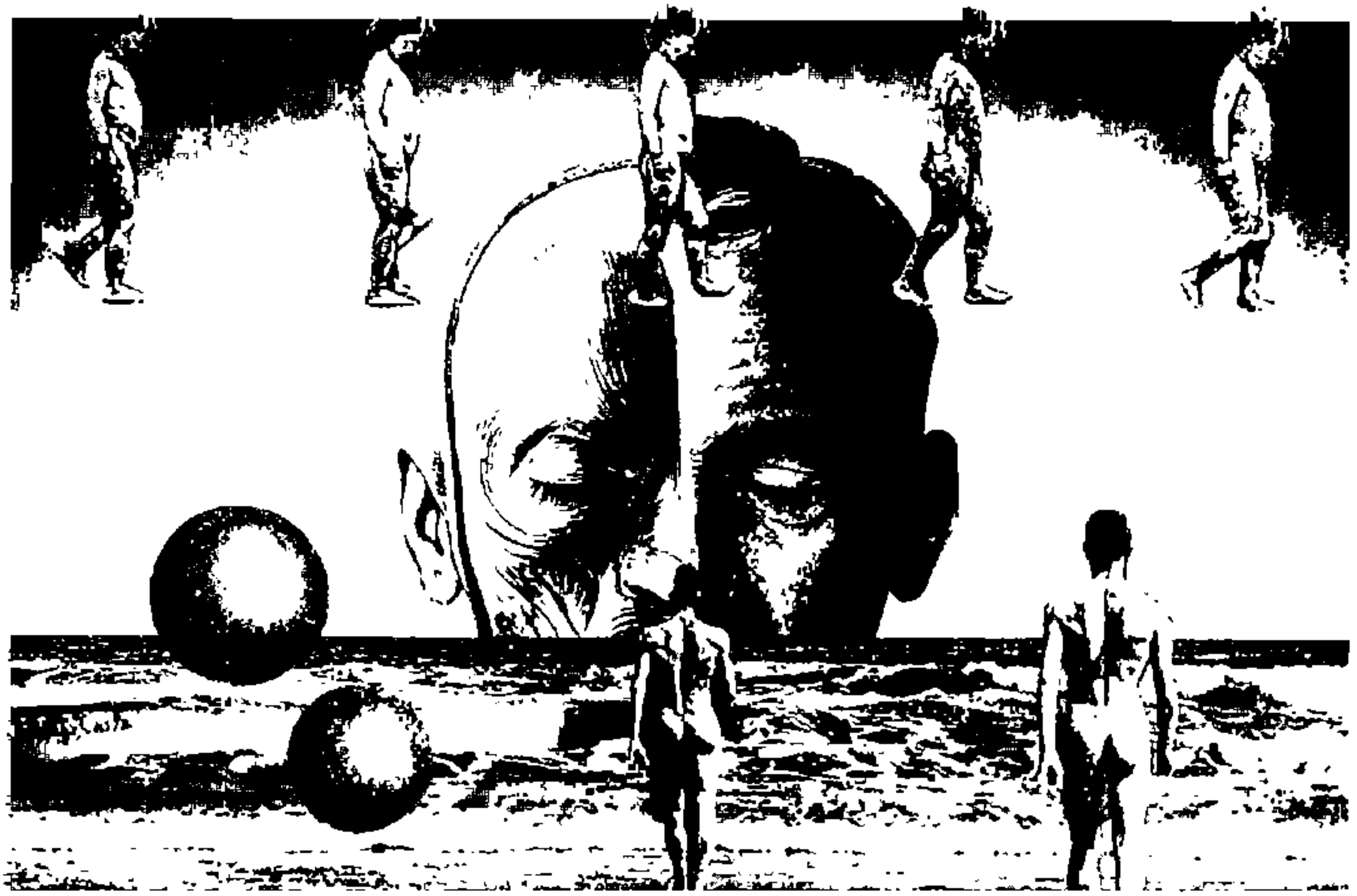
しかしまた、想像もつかない「偶然の一致」という現象が起こることがあるのも事実。

アメリカの社会保障局によると、同一の社会保障番号を持った人が出会うことは「事実上ありえない」といわれている。この番号は、地域ごとに申し込み順につけられ、そのようなことの起こる確率は約100万分の1であるといわれているのだ。

ところが、カリフォルニア州の歯科医とその女性患者の社会保障番号はまったく同一であったため、約30年前にミシガンでその番号を取得した歯科医は、社会保障局に抗議しているというが、保障局はそれに対して何ら説明をすることができなかったという事例がある。

◀J・B・ライネ

また、カリフォルニア州に住む2人の女性パティ・アン・エルウッドと、パティ・アン・カールステッド（旧姓エルウッド）の場合も同様に、社会保障番号が同じで、一方が他方の税金の請求を受け続けているため、9年間も保障番号の変更を要求し続けているという。



▲現象と科学を隔てる道は遠いのか

「2a——私の義兄E・フォン・Wは1910年11月4日、ウィーンにあるボーセントルフ会館の音楽会に行った。その時の座席番号は9で、コートを預けた時の番号も9であった」

「2b——11月5日すなわち翌日、私と彼は ウィーンの[illegible]にオーケストラを聴きに行った。そして 座席番号は21で、コートの預け証も21であった」

カンメラーは、この2aと2bのような例を、「第2番目の系列」として分類した。というのは 座席番号と預け札の番号の一致は 2回続いて2度起こったからだ。そして「このようなことは非常に多く、きわめて普通のことである」と彼は述べている。

次に、この問題に注目したのは、スイスの精神病理学者カール・グスタフ・ユング(1875~1961)だった。

彼は物理学者のヴォルフガング・パウリ(1900~1958)との共著『自然現象と心の摂理』の中で、この現象について詳しく論じている。

彼はこの現象を「共時性」と呼んで「有意味ではあるが、因果的には関連のない2つの出来事が同時に起こること」あるいは、「同一の意味もしくは類似した意味を持つ2つ以上の因果的には関係のない出来事が、時間的に一致して起こること」と定義した。

以上の2人の他にも、1959年にはユングに触発されたドイツの詩人Wフォン・ショルツ(1874~)が『偶然と宿命』を、1972年はハンガリー出身の科学評論家アーサー・ケストラー(1905~)が『偶然の本質』を、1979年にはアメリカの超心理学者アラン・ヴォーンが『信じられない偶然』を書き、それぞれにこの問題について論じている。

ケストラーの本は欧米ではちょっとしたベスト・セラーになり、近年この現象に人々の注目を集めるきっかけをつくった。

暗合と錯覚の判断基準

右にあげた人々は、いずれも「偶然の一致」を単なる偶然以上のものだと考え論述しているのだが、それらに対する批判もある。

ユングは、若い女性患者から黄金のスカラベ(エジプトの神聖コガネムシ)に関する夢の話を聞いている最中に、ちょうど飛んできたコガネムシが、部屋の中に入ろうと何度も窓ガラスにぶつかっていたという話を、共時性の一

暗合現象ミステリー

「偶然の一致」を科学する

科学評論家
志水一夫

われわれは時に、〝偶然の一致〟としかいいようのない事件に出合う。しかし、それは本当に偶然、あるいはユングのいう〝共時性〟のいたずらなのか。それともそこには、何らかのメカニズムが働いているのだろうか――。

▲ありふれた街のたたずまいを見せる渋谷・道玄坂。

学生時代のある日、大学のＳＦ研究会の例会に出るため、友人のＯ君と私は渋谷の道玄坂を歩いていた。

その時、高校卒業以来会っていなかった友人のＭ君らしき人が歩いてくるのに出会い、思わずなつかしい気持で彼に声をかけた。だが、彼は一瞬キョトンとし、変な奴だな、という顔つきでそのまま通り過ぎてしまった。人違いだったのだ。

人口１千万を超す東京で、偶然に古い友人と出会うことは少ない。

「間違えるのも無理ないよ。あの人Ｍ君によく似ていたもの」

と、Ｏ君になぐさめられ、

「彼は今どうしているんだろう」

などと話しつつ目的地の喫茶店「ノーブル」に到着した。すると、ＳＦ研の仲間たちの間に、今度は本物のＭ君がヒョッコリ座っているのを見て、私は驚きをおさえきれなかった。

この話はその後ほとんど忘れてしまっていた。しかし、最近、この原稿を書くことが決まる前日にこれを思い出させることが起きたのだ。

その後も再び会うことのなかったＭ君に、今度は杉並区高井戸付近の環状８号線路上でばったり会ったのである。

われわれは人生において、しばしばこのような奇妙な「偶然の一致」に出くわすことがある。それは文字通り「単なる偶然」にすぎないのだろうか。それとも何か特別の意味を持つのか。

近年にわかに、この「偶然の一致」という現象が注目されるようになってきた。今回はこの暗合現象について、考えてみることにしよう。

多くの著名な科学者も注目

この現象に知的な興味を向けた最初の人物は、オーストリアの生物学者、パウル・カンメラー（１８８０〜１９２６）だといわれている。

カンメラーは身近に起きた暗合現象を丹念に集め、その中から10例を選んで『連続性の法則』（１９１９）という本にまとめている。

彼は暗合を「連続性」と呼び、「同じ、もしくは類似した事柄や事件が時間的に反復し、そうした一群の事件の個々のものは、時間と空間との中で１つの連続的結合を示すが、それらは同一の作用因では結びつけられないものである」と定義した。

カンメラーの集めた暗合現象の事例のほとんどは、決して目をみはるようなものではなかった。例をあげると、

④については、ニューメキシコのこの学校の廃棄用地には、このUFOに似たものをつくるだけの材料があった。今のところ、ここでUFOがつくられたという可能性を裏付けるデータは何もない。近いうちに、学生たちのつくった模型機が見つかり、[illegible]事件の真相をすっぱ抜く学生が出てくるかもしれない。

⑤、⑥については、アメリカ政府は以前から、長期に渡る心理プロジェクトに取り組んでいる[illegible]あるので、ソッコロのUFOが[illegible]起こしたテスト機という可能性[illegible]。

この点から⑥の政府の工作説も浮[illegible]心理を[illegible]報道などで操作するという考えられる。当時の体制では目撃事件の責任を負う者と実際にUFO調査にあたる者がはっきり区別され、その2方面から同時に工作の手を伸ばされるわけだ。そして、この事件で当局と直接[illegible]する心理プロジェクトの[illegible]筋書きを[illegible]ろうとして、中間[illegible]や熱心な一般人を[illegible]って結論に導くというのである。ただ、[illegible]のすべてをつぶすよりも、目撃者もあおって"信びょう性のある"事件と宣伝する方が利益に結びつくのだ。

ここで、この事件を軸にした諸[illegible]の動きを再考してみよう。米空軍と[illegible]は、ザモラはうその証言をしていないと報じた。また、UFO研究の一般市民団体は、いくつもの[illegible]仮説を立て、問題のUFOは宇宙人の乗った宇宙船だと[illegible]した。

しかし、フィリップ・クラスは[illegible]の見方に真っ向から対し、事件がでっちあげられたことを何とか証明しようとした。そして、事件の論理的解明という点からは、クラスの説がもっとも理にかなっているといえる。

ザモラの目撃事件以来、満足のいく解明がされた問題もあるにはあるが、いまだ未解明の部分が多く残る。いやしくも[illegible]のあるUFO研究者ならば、この現状でソッコロ事件を地球外生命の[illegible]であると主張できるはずがない。

今日、UFO研究に真剣に取り組んでいる研究者はみな、[illegible]円盤伝説を再度考慮し[illegible]。われわれは、UFOミステリーは、純粋に心理・社会学的な現代現象として解明されねばならないと考えよう。そして、[illegible]空想から[illegible]卒業して、より[illegible]的な視点から謎の解明にあたっていくべきときなのではないだろうか。■

（取材／ケネス・ファイアストーン、ロナルド・ファイアストーン）

▲LEM(月着陸船)には、矢印のような着陸脚がある。

ムを備え、レーダー装備により防備も堅固。しかも敵方から探知されずに秘密基地に潜入できる戦略機。この場合、攻撃演習目的地は、おそらくホワイトサンズミサイル試射場であったのだろう。この潜入システムあるいはECM装置（戦略電子機器）は、レーダー・システムでは探知できない、先頃発表されたスパイ機と同じものと思われる。ところが、攻撃演習目的地に向かう途中で、故障が起こりやむを得ずソッコロの町はずれに着陸したところを、運悪くザモラに目撃されてしまった。

テスト機が関係者以外に目撃されるという予期せぬ不祥事を起こし、しかも事件がホワイトサンズ・ミサイル基地に通報されたことを知った当局は、即刻テスト飛行の事実を隠す工作にとりかかった。こうしてソッコロ事件はミステリーに包まれてしまった。

米空軍は事件を一応調査したが、結局、謎の飛行物体として処理をした。ところが、このような結末は、UFOの謎を一層深めることになり、UFO研究家たちはついその工作にのせられてしまうことになる。こうして影の工作機関は、謎の物体の正体を究明する調査のほこ先を他に向けさせ、そのうえUFO研究への関心により拍車をかけることにまんまと成功してしまったというわけだ。

調査の結果、ホワイトサンズの人々は誰も事件当時にはLEMのテストについて知らなかったことが判明した。もちろん、ここで仮説としてあげたECM装置を備えた航空機についても知るはずがなかった。それは極秘機密に属するプロジェクトであったからだ。

そして、この仮説の根拠は、テストを秘密裡に行なおうとする軍の念入りな工作や軍の方針からみて、充分信びょう性があると考えられる。では、一例をあげてみよう。

1970年に、1機のUFOがニューメキシコの空中に現われ、曲芸飛行や8の字飛行を行ない、最後に、パラシュートを使ってロスアラモスに降下した。このふってわいた突然の出来事に、役人たちはあ然としてしまい、その謎の物体がいったいどこから飛来したのか、その正体については判明しないままになってしまった。後になって、このUFOは、ホワイトサンズから打ち上げられた、基地からコントロールされた無人の高度偵察機であることがわかった。

当初、軍部はこの事実を否定していたが、GSWの調査で事件が明かるみに出るに及んで、結局認めざるを得なくなった。これは軍部が行なうテストについては、当局も地方の役人たちも、事前に何も知らされていないことを示す典型的なケースである。

再考しなおすべきUFO現象の解明方法

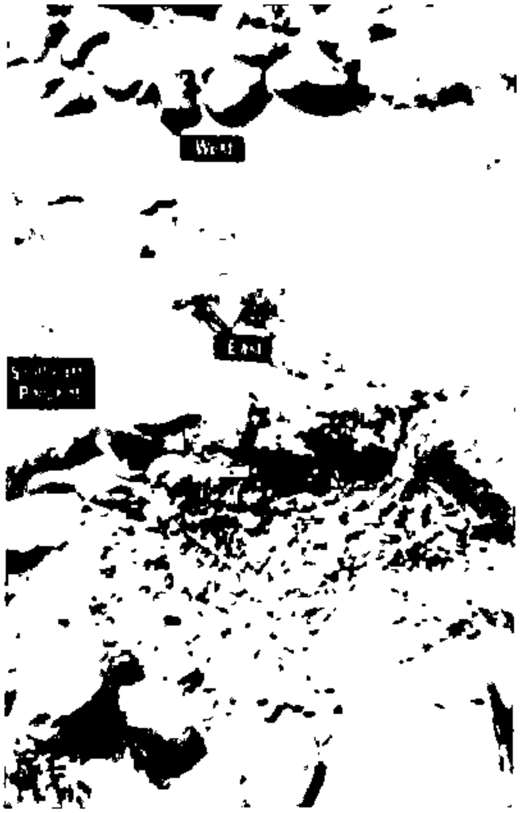
この"古典的"UFO目撃事件の真相にふれながら、ソッコロ事件に関する仮説を見直すことにしよう。

① でっちあげの可能性。
② 地球外から飛来した宇宙船。
③ 月着陸船（LEM）のテスト。
④ 専門学校の生徒がつくった粗雑な飛行機。
⑤ 軍事テスト（おそらくECM装置）
⑥ 政府当局の行なった秘密テストで円盤信仰を故意にもりあげようとはかった工作。

以上6つの可能性があるが、もっともその可能性の低いのが、①のでっちあげ説。ソッコロ事件を裏付ける充分な証拠が存在し、事件のもたらした利益もわずかなものであったからだ。

②の地球外訪問説は、多くのUFO研究者が好んでとりあげる仮説である。彼らはソッコロ事件を引き金に、無数の宇宙船が遠い星から続々と地球を訪れるだろうと考えている。しかし今のところこの事件で証明できるのは、ザモラが何かを目撃したという事実のみである。再度繰り返すが、ボルトとナットでできた飛行物体を目撃することと、それを遠い星からの宇宙船であると主張するのは別問題である。何を根拠にそういい切れるのだろうか。

次に、③については、ソッコロ事件の1年後に事件現場近くで、アメリカ政府はLEMの実験を行なっている。しかし、すでにそれ以前にもテストを実施していたのではないか。そして、ソッコロのUFOと専門学校の関連性を追及した調査団の目をそらすために、学校側は故意にこの事実をゆがめて伝えたとは考えられないだろうか。



▲UFOの着陸脚が地面に残した痕跡の1つ。

内でLEMプロジェクトのテストが実施されていたことを、ムーアから聞きだすのに成功した。しかし、もし事件当時すでにテストが行なわれていたのならば、GSWの調査員たちの質問に対して、それなりの答弁の方法があったはずだ。答え方によってうるさい調査員たちを追い払うこともできたはずである。

では、ソッコロに着陸した宇宙船が、この学校から飛び立ったものだとすれば、いったい誰が製作したのであろうか。考えられる可能性をあげてみよう。

① 専門学校の4年生たちが月着陸船の試作品や航空学の知識を持っていた。

② 米海軍がカリフォルニア州のエドワーズ空軍基地での宇宙船の実験と時を同じくして、同じ型の宇宙船のテストを行なった。

③ 軍あるいは企業が共同または独自に、LEMを製作しテストをしていたが、実験中の故障でソッコロの町はずれに不時着した。

これについて、1966年に、フィリップ・クラスは学校の学者たちにソッコロ事件についての関心の有無をたずねたが、彼らはきっぱりとそれを否定している。しかし、それはムーアが最近になって打ち明けた話と完全に矛盾するのだ。

C・B・ムーアという人物は、1949年にゼネラル・ミルズ社で働き、ホワイト・サンズ実験場で高空追尾器を用いて、毎時1万8000マイルの高速で飛ぶUFOを追跡した経験がある。したがって、彼はUFOについてわずかながらも興味を示し、ソッコロ事件を調べてみる気になったのであろう。ともかく、ソッコロのUFOが、ニューメキシコの学校でつくられたと仮定するのは、数ある可能性の中の1つにすぎない。

アメリカ空軍は謎の飛行物体として処理

現在GSWは、かつて1940年代中頃に軍の極秘プロジェクトの舞台の1つであったニューメキシコのロスアラモスの調査に力を注いでいる。ここは原子爆弾第1号の開発につけられたコード・ネーム"マンハッタン計画"の舞台でもある。今日でもなお、この地の研究センターでは軍の機密実験が行なわれているのだ。そして、このセンターはソッコロの北北東130マイルあまりに位置している。

ロスアラモスとソッコロの東側にはリオグランデ河が流れ、2つの町の間は軍事行動を禁止した区域には指定されてはいない。したがってロスアラモスを飛び立った軍の飛行機はこの区域を通過することができる。問題の乗物が砂漠を越えたり、リオグランデ河に沿って飛んできたとしても、ソッコロの町を経由するコースはほぼ一直線なので、燃料消費も少なく操縦も容易であると考えられる。

しかし、この仮説によると、どうしても交通量の多い国道85号線か州道40号線を横切ることになり、誰にも目撃されないでいるのは不可能であろう。

そこで、新たな可能性として、UFOはアルバカーキのカートランド空軍基地の近くにあるサンディア研究所のあたりから飛来したのではないかという仮説が立てられる。サンディア研究所は、電子工学や精密機器の開発研究をすすめている技術開発基地で、この方角から飛んでくるとすれば、人目につく地域を通過する危険はない。

また、飛行物体が、ソッコロの北の方角から飛来したのだとすれば、それはLEM型宇宙船ではなく、普通の航空機の可能性が強い。もし、軍事目的を持って開発されたテスト機だと想定すれば、次にあげるような機能が備わっていたと推察される。

① 宇宙計画の補助を目的とし、飛行時間、スピード、安定性に優れたテスト機。

② 電子工学による新システ

と考えられる。

GSWの見解——この事件をめぐって物見高い観光客と町の商人の間で金が動いていたのは否定できない事実であるが、それはごく短期間しか続かなかった。UFO事件のでっちあげぐらいでは、ソッコロの町の経済を豊かにすることはとてもできない。

フィリップ・クラスの理論の中には"合理的"で容易に論ばくできないものもある。そして、多くのUFO研究と同様に、彼の調査もほとんど推測に基づいて行なっているが、その結論はかなり論理的であるといえる。

再調査によって興味深い事実が判明した

ソッコロに着陸した宇宙船の実体については、いろいろな推測ができる。まず、いったいどこでつくられたものなのか、UFO現象をあやつる政府の工作なのだろうか、などの疑問が次々とわいてくる。その答を出す前に、ソッコロ事件のもっとも新しい調査に注目してみよう。

1981年の初春、GSWの調査員たちは再びソッコロを訪れた。今回の調査荷物の中には、カメラそして、ザモラが目撃したUFO機体に描かれた"マーク"の実物大の図も用意されていた。その実験方法は、セットしたカメラから約120フィート離れた地点に立ち、用意してきた"マーク"の図を約20フィートの高さに掲げるのだ。白いボール紙に赤く描かれたマークを調査員たちは何枚も写真に撮った。だが、その距離からでは肉眼ではほとんど図の判別がつかないという残念な結果に終わった。

後日、調査員たちはこの実験結果について、もし自分たちが事前に何を見ているのか知らなければ、ザモラが証言したほどのマークの細部までの識別はむずかしかったろうと語っている。彼ら2人の視力は左右とも2・0で、眼鏡の必要はまったくない。そして、ザモラがマークを見ていたのはわずか数秒間にすぎず、そのうえ眼鏡まで落としているのである。

こう考えてくると、極度の恐怖に襲われていたザモラの証言は、果たして真実を伝えているのだろうか。そして、それ以前の出来事に関する証言の信ぴょう性までも疑わしくなってくる。当然、2人のヒューマノイドの目撃についても同様である。

事件当時のザモラは800フィート離れた場所から、ヒューマノイドを目撃しているのだが、この距離ではほとんど判断がつかなかったと思われるのだ。ザモラは神経が高ぶって、大げさな証言をしてしまったのではないだろうか。

こうして、失望のうちに調査員たちが現場を立ち去ろうとしたとき、彼らは1・75マイルほど先で何かがキラキラ光っているのに気づいた。さっそく双眼鏡でよく見ると、それは廃棄された航空機の残骸であった。その飛行機はニューメキシコの鉱業技術専門学校の敷地内にあることがわかった。

そこで調査員たちは市街地へ引き返し、市立裁判所の事務員にこのことをたずねてみると、事務員は彼らにその場所には立ち入らぬよう警告をした。最近も無断で侵入したかどで、2人の男が罰せられたばかりだったのだ。

GSWの一行はこの件に関心を抱き、立ち入りを許可されている周辺一帯を調査してみることにした。学校の校内をしばらく車で走っていると、"立ち入り禁止"と書かれたバリケードにぶつかった。そこで、車を降りて道路から離れてすこし歩き、廃棄用地がよく見える場所に着いた。

ところが驚いたことに、そこには航空機の残骸から完全なものまで、さまざまな機種の航空機が置かれていた。海軍のジェット戦闘機やベルX型機、そして巨大な弾道ミサイルの先端部も見える。調査員たちの脳裏には、ソッコロ事件とこの専門学校とのつながりに関する疑惑が浮かんだ。

彼らは、ソッコロのUFOが巨大な航空機前部を本体に、着陸装置などは残骸の内部部品から作り上げられたものではないか、との仮説を立てた。なにしろ廃棄用地にはどんなタイプの機体をつくるのも可能なほどの大量の部品が転がっているのだ。

GSWは本部にこの事実を報告する一方、調査員たちは専門学校の空電現象学教授C・B・ムーアに会見を申し込んだ。この大量の航空機はいつごろからあるのかという問に対して、1947年に始まったターミナル・エフェクト計画のためであり、その大部分は1950年代初めに到着したと答えた。しかし、ムーアは航空機やミサイルについての詳しい言及を避け、米海軍がキャンパス内で行なった行動に関して、いっさい口を開こうとはしなかった。

ただ、ムーア自身もソッコロ事件には独自の調査を行なっており、ザモラが目撃したのは、垂直に離陸できる月着陸船（LEM）だったのではないかとほのめかした。

われわれはその後さらに、ザモラの目撃があってから12ヵ月後にこの学校

耐熱シールドもなかった。機体を保護するシールドがなければ 大気圏外の宇宙から地球に降下着陸するのは、とても不可能である。地球外から訪れるUFOであるなら、地球から打ち上げる宇宙船と同様に、大気圏突入の難関をくぐり抜けるという物理的法則を克服することは至難のはずだ。

UFOにはそのような難関突破も不可能ではないと無理にこじつけるのでもない限り 物理法則を無視して飛ぶ能力や装置がUFOに備わっているとは、とても考えられない。

例をあげれば、アメリカが月ロケットを成功させるまでに要した時間と労力を考えてみればわかるはずだ。それでも、ソッコロに出現した物体が、広大な宇宙空間 もしくは巨大な母船から、ただ1機で地球に降下着陸したのだと主張するのなら いっそのこと、ザモラは地球外からの宇宙船など、目撃していなかったのだ、とする方がよほど理を得ている。その他にも、ソッコロの物体がアメリカ合衆国のものである可能性も考えなければならない。

実は ソッコロ事件の全調査を通じて、いくつかの隠蔽工作の動きを見ることができる。米空軍は、一般の調査機関から、物体が着陸するときにその燃料の燃焼で汚染されたと思われる付近の土の分析結果の公表を要請された際に、これを拒否している。もし 分析テストの結果 何の収穫も得られなかったとすれば、「何もなかった」と発表すればよいことで、何も拒否することはなかったはずだ。つまり 分析テストの結果から、何か証拠が出たのではないだろうか。

GSWはある強力な証拠と、分析結果公表を拒否した軍部の動きから察して、ソッコロの町はずれには確かに何らかの乗物が着陸したという当初からの一貫した見解を崩してはいない。

これにたいして ソッコロ事件は完全なでっちあげであると思っている人たちもいる。その1人が、あの有名なフィリップ・クラスである。クラスは著書『UFO's Explained』（解明されたUFO）の中でこの事件にふれ、事件内容のさまざまな部分について、論理的説明を試みている。次にそのいくつかを簡単に紹介しよう。

●クラスは事件後現場で発見された機体脚部の痕跡が同一でないことに注目して、ニューメキシコ州警察チェイベズ巡査部長にその形態を質問した。チェイベズ巡査部長は小さなシャベルで土をU字型に掘り起こし、このような感じであったと説明した。これを見たクラスはこれですべて説明がつくと考えた。つまり現場の痕跡も 同じようにシャベルで故意に作られたものだと推察したのである。

GSWの見解――土中の痕跡が強く押し固められていたことに クラスはふれていない。だが、それはかなりの重量の物体によって残されたと考えられ、シャベル程度ではこれほど強く押し固めることはできない。

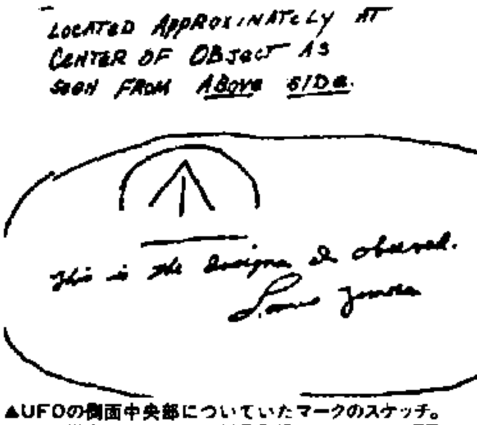
●クラスはさらに脚部の痕跡が[illegible]でないことを指摘した。

GSWの見解――乗物の脚部は噴射ガスの片寄りのために台形型についていたと考えられる。また、乗物の重心自体も中心から離れている可能性もある。さらに、起伏の激しい荒れ地への着陸の際には、着陸脚が平均していない方が安定しやすいとも考えられ、これらの理由から、脚部の痕跡が対称的でないこの説明がつく。

●着陸現場一帯のやぶが、物体の発したと思われる炎の影響を受けていないのはいかなる理由によるものか。

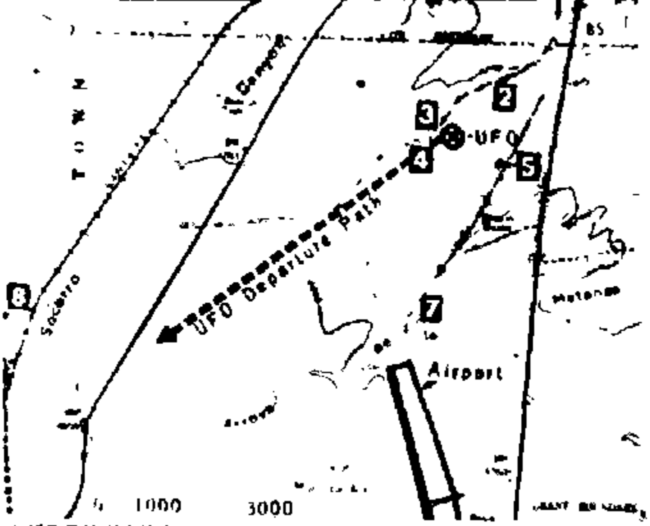
GSWの見解――あの歴史に残る月面着陸ロケットの推進力と同様に、排気噴射転向装置がついていると思われる。宇宙船の噴射ガスの力は減少させられていたので、現場付近の植物を燃やすことがなかった。たとえ燃やしたとしても最小限におさえていたのだ。

●結局 ソッコロ事件は、町の住民が観光客を引きつけるために、いわば一発あてようとしてでっちあげた事件だ



▲UFOの側面中央部についていたマークのスケッチ。

▲UFOの着陸痕を調べるチェイベス巡査部長。



▲ザモラは(2)の地点でUFOとヒューマノイドを目撃、(3)の地点で車から降りた。UFOは点線の方向に飛び去った。

たどりついた。10フィート下には、幅は広いが干上がってすっかり浅くなった川床が見える。

ザモラは車を降りて、物体に向かって歩きはじめた。その時である。轟音が鳴り響いた。音は初め低周波であったが、すぐに耳を聾する高音に変化した。と同時に、物体の下から炎が上がり、物体は動きはじめた。最初はゆっくりと、そして次第に速度を増して上昇してゆく。炎は今やはっきりと青く輝き、オレンジ色の光のすじも見えるようになった。

物体の爆発を恐れ、車に向かって走りだしたザモラは、恐怖と狼狽で車にぶつかり、長年愛用の眼鏡を落としてしまった。しかし、これを拾いあげる余裕もなく、そのまま川床から200フィートほど走って逃げ続けたが、ときどき後方を振り返って物体の様子を見ることは忘れなかった。

不意に轟音は鳴りやみ、ヒューヒューという高い音がとってかわった。物体は地上約10フィートの高さに達すると静かに南西の方向に飛びはじめた。ダイナマイト貯蔵小屋の頭上3フィートをかすめ、荒れ地の起伏に沿って郊外の方向に向かっている。

ザモラは再び車にとって返し、眼鏡を拾いあげると本署に連絡した。無線連絡を受けた署員に、窓の外を見て〝気球のような〟物体を捜すように指示をした。しかし、本署のある場所は物体が飛び去った方角とは正反対に位置していたため、本署の警官たちには物体を確認することはできなかった。

物体に関するザモラの証言は非常に曖昧ではあったが、彼は事件後に2枚のスケッチを描いている。

そのスケッチには、800フィート離れた地点から見た物体の様子と、彼がもっとも近づいた100フィートの地点から見た物体の様子が描かれている。最初のスケッチでは、卵型の物体が斜めに突き出した2本の足の上に直立している図が描かれている。ただ、接近遭遇の間に、ザモラが物体を見ていた時間は、彼が車から降りて、物体の飛び立つのを見とどけるまでの時間を含めても、延べ約25秒ほどにすぎない。しかも、そのほとんどの間ザモラは眼鏡をかけていなかったのである。

しかしながら彼は、重大な事実を見落とさなかった。UFOの側面中央部に1つのマークを目撃していたのである。事件直後に彼が描き留めた図によると、そのマークは半円形の中に矢印が垂直に描かれており、大きさは約18インチ四方であった。

ただし、このマークが何を意味するのかは不明である。

でっちあげ説を唱えるフィリップ・クラス

多くの円盤研究家は、ソッコロ事件については、地球外からの訪問説を強く提唱し、充分な可能性があると主張している。しかしそう決めつけてよいものだろうか。この宇宙のどこかに地球人以外の生命体が存在するのは疑いようもないが、だからといって、すぐに地球訪問と結びつけるのは早計である。

現在のところ、地球外の生命体の存在を確認する科学的根拠は何ひとつないが、われわれは宇宙の無限の広さと、そして知的生命体を有する可能性を秘めた数限りない惑星の存在を忘れることはできない。けれども、ソッコロ事件がそれらの惑星からの地球への訪問であると断定していえるのだろうか。

地球訪問説は、多くの点できわめて疑わしい仮説である。まず第一に、ソッコロに着陸した物体の造りが単純であることだ。この乗り物の動力は明らかに液体もしくは固体燃料によるものであり、大きさから推測しても滞空時間や飛行能力には限界があるにちがいない。

また、アルミニウム製のように見えるUFOには、大気圏突入時に必要な

▲ザモラの目撃地点から撮影したUFO着陸現場の写真。

▲事件の主役ロニー・ザモラ

たのではないかと、ザモラは思った。

すぐさま違反車の追跡を中止した彼は、小屋の方角に向かって未舗装の道路に車を乗り入れた。ひどく荒れた土地であったため、小屋の見えるところに到着するまで1分あまりかかった。そこで南西の方向約800フィートのあたりに光り輝く物体を発見した。

わずかな時間ながら車を止めて凝視してみると、どうやらその物体は干上がった川床に立っているらしかった。物体の様子は、白色でアルミニウム製のような感じであたかも車がトランクの部分を下にして倒立しているみたいに見えた。すぐにパトロールカーに戻ったザモラは、さらに物体のそばに白ずくめの衣服を身につけた2人の人物を目撃し、車をその方向に進めた。

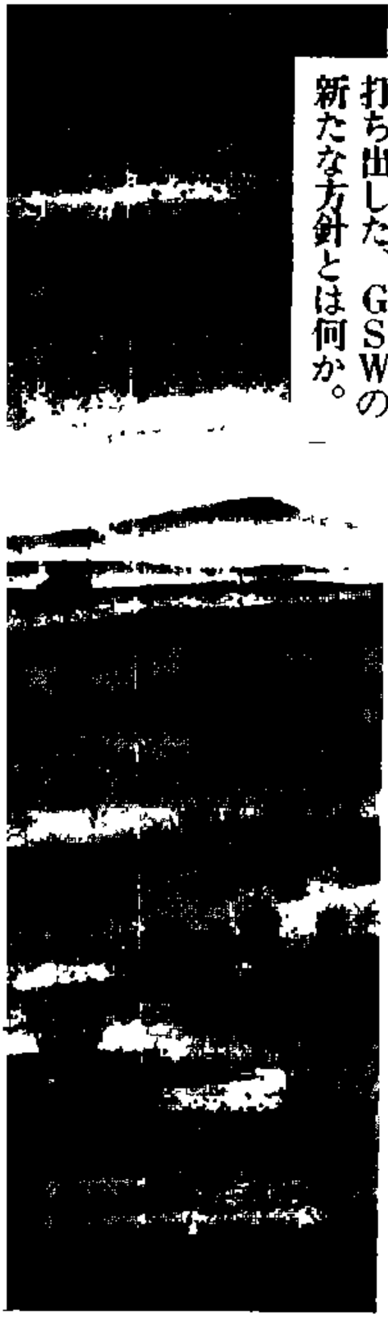
2人のうち一方の人物は、接近するザモラの車の方を見て、明らかに驚いたらしく瞬間パッと飛び上がったかに見えた。しかし、でこぼこした地形に阻まれ、ザモラがこの2人のヒューマノイドを見ていた時間はほんの2、3秒にすぎず、細かいところは何もわからなかった。ただ、彼らは小柄な大人か体の大きな子供ほどの大きさであることを除けば、身体のプロポーションは普通であった。

車はようやく見晴らしのよい場所に

GSWの転向声明第1弾

ソッコロ事件の〝古典的〟評価を洗い直す

GSW会長
ウィリアム・スポールディング
花積容子訳



UFOの科学的研究をリードする米国の研究団体GSWが、ついにUFO宇宙船説と訣別した。あのソッコロ事件の再調査を通じて打ち出した、GSWの新たな方針とは何か。

目撃者によって語られた接近遭遇の全容

〝信ぴょう性のある〟UFO目撃事件の1つに数えられるソッコロ事件。GSWではこのたび、事件の再評価を試みた。それは取りも直さず、今後のUFO研究のあり方を考えるべき時だからである。

1964年4月24日午前5時45分、ニューメキシコ州ソッコロ警察署のロニー・ザモラは、スピード違反の車を発見、パトロールカーで追跡中、突然の〝轟音と空に輝く炎〟に注意を奪われた。炎は、ソッコロの町の境界の南1マイルあたり、ザモラのいる場所から4分の3マイルあたりの空で、青みがかったオレンジ色に輝いていた。

その時点では、炎の発生源といえるような物体は何も見えなかったという。煙は発生していなかったが、炎の下の方にほこりのようなものが確認された。なお、気象記録によると、目撃当時の天候は、やや雲のある快晴であったことが記録されている。

ザモラによるとUFOの発した音は最初〝ゴオゴオ〟という音だったが、すぐに高周波から低周波に変化し　彼が音に気づいてから10秒も経過しないうちに突然やんでしまった。その轟音と光から推察して、町はずれのダイナマイト[illegible]に[illegible]っている小屋が爆発し

るようになる。

　ＵＦＯが変電所や柱上トランスに近づくと、その周りが高温空気に包まれるので、変圧器は放熱できなくなり、内部温度が異常に高くなるため、自動遮断器が働いて停電することになる。火災報知機が鳴り出すのも同様に高温空気のせい。ただし、このような高熱を人体が感じるか感じないかというのは、空気が乾燥しているかどうかにかかるので、極端に乾燥した地域では人はそれを感じないこともありうる。

(4)飛行機がバラバラになって墜落

　ＵＦＯの下方は、局部的に強い乱気流の状態にあるので、その中に小さな飛行機が突っこめば、バランスを失い墜落しても不思議ではない。

　そして和田氏は、次のように続けている。

「これで明らかなように、たいへんなことになってしまいました。私の考えたＵＦＯのエンジンが正しかろうと誤っていようと、機体の周囲より大量の高温空気を噴出している飛行体であれば、今まで観測された四次元的ＵＦＯ現象はすべて説明できてしまうのです」

　果たして、高温空気団だけで、このようにすべてが都合よく説明できるのかどうかはわからなかったが、とりあえず、日大の野口常夫先生に問い合わせてみた。

「大気1立方メートルを1度上昇させるのに必要なエネルギーというのは、莫大なものです。まして、ＵＦＯの周囲50メートル～100メートルの大気が100度以上にもなるには、和田さんの考えたＵＦＯエンジンの噴出する排気だけではとうていムリでしょう。また、下方へ噴出された高温ガスは、それが高温であればあるほど、早く上昇していってしまうので、ＵＦＯの周囲に、高温を保ちながらとどまっているということも考えられませんね」

　となるとどう解釈すれば良いのか。

　いずれにしても、和田氏の考えたＵＦＯ推進理論とＵＦＯ現象に対する推理がどこまで正しいかを判断するには、あまりに私自身の知識も乏しく、データも少なすぎた。またそれは、私の本意でもない。

　読者の中には、和田説をキチンと分析できる方もおられるだろうし、これを契機にまったく別の素晴らしい考えも出てくるのではないかと期待するので、敢えてここにご紹介したのだ。

　和田氏のガスタービン・エンジンに興味のある方は、『公開特許公報　昭56－69422　昭和56年6月10日公開』を取り寄せてご覧になるとよい。■

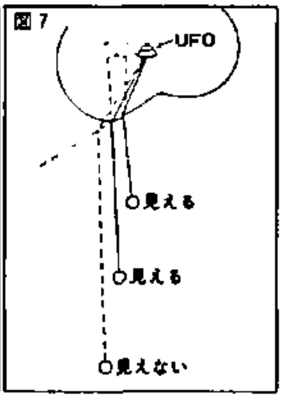


図7

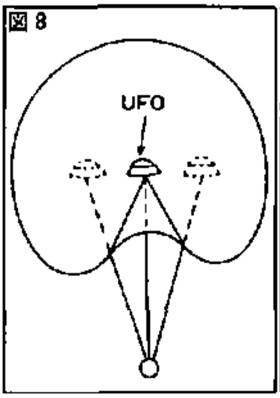


図8

がわかります。

アダムスキーの図形に忠実に翼を4つにしますと、4000馬力分の空気量となるわけですし、構造上は、6本にしても8本にしてもよいわけです。

このように強力な出力が出せるので高い加速度飛行が可能ですが、超音速飛行ができるかどうかは別の問題となります。UFOに非常に多くの形があるのは、それぞれに適した構造があるからで、エンジン構造も異なります」

この文面では、空気速度がなぜ100%になるのか、ジェットとピストンのエンジンで、空気量は同じと考えていいのだろうか、翼が回転するときの遠心力だけで、果たして爆発燃焼に充分な空気の圧縮が得られるのかなど、省略されている部分が多いので、やはり判断がつかなかった。

UFO現象の説明もつく

さらに数日後、再び和田氏から今度はかなり興奮した文面の手紙が来た。

これは、私が、UFOの消滅や出現、EM効果、レーダーで捉えられないなどの不思議な現象を、和田式UFOでどう解決するのか、と質問したことに対する答えだった。

和田氏は、1つ1つ図をつけて次のように説明していた。

(1)四次元的飛行（視覚編）

●ものすごい加速度飛行。
●複雑な運動飛行。
●消失、出現。
●二重、三重の合体、分離。
●見える人と見えない人がいる。

これらの現象はすべて、次の理由で解明できる。

つまり、UFOは揚力を得るために、前記回転翼エンジンから多量の高温空気を下方へ噴出している。

その高温空気は、UFOが空中に静止あるいは、ごく低速で飛行しているときは、噴出後上昇してUFOの胴体を包みこむようにとどまる。

これによって、周囲の大気とこの高温空気団（温度差は100度以上になると推定される）の間に気温逆転層ができ、それが一種の大気レンズの役目を果たすことになる。（図7・8）

そのレンズ効果のために、立っている位置によって見える人と見えない人ができたり、見えていたものが、高温空気団のゆらめきによって見えなくなったり、また現われたりするのである。

つまり、見ている側は、UFOの虚像を見ることになるので、大気レンズのゆらめきで、合体分離や異状な飛行をしているように見えてしまうのだ。

(2)四次元的飛行（レーダー編）

これも前述の説明と同じ現象が原因で、レーダーと物体の間に気温逆転層ができた場合、ダクトと呼ばれる電波反射層が発生することがある。このようなとき、レーダーから発射されたマイクロ波はダクトによって反射され、物体はレーダー上では見えないが、可視光線は、逆転層を通してくるので肉眼では見えることになる。

(3)EM効果

●ラジオが聞こえない、無線通信不能。
●自動車のエンジン停止。
●ライトが消える。
●一時的停電。
●火災報知機が鳴り出す。

これらの現象は、次のことで説明できる。

UFO接近によってラジオや通信が不能になるのは、レーダーが電波障害を受けるのと同じ原理による。

UFOが自動車に近づくと、自動車はUFOの噴出する高温空気団に包まれ、エンジンは、その高温空気を吸入する。この空気はピストンで圧縮されてさらに高温となり、点火栓で発火する前に自然発火で爆発、いわゆる"ノッキング"が起こってエンジンが止まってしまい、かからなくなる。

ディーゼル・エンジンの場合、ノッキングは起こらないかわりに、UFOからの酸素比率が少ない排ガスを吸入するため、いくらアクセルを踏んで燃料を供給しても、酸素不足で不完全燃焼を起こすだけで出力が出ず止まってしまう。

このようなとき、セルを回そうとすれば、セルは正常回転しないためセルモーター中に過剰電流が流れてバッテリーは一時的にあがってしまう。

しかし、バッテリーは一時的過放電により電圧降下を起こしただけだから、UFOが飛び去るころには元に戻り、ラジオやライトがつきエンジンもかか

▲日大の野口常夫先生の見解は否定的だったが…。

「大変おもしろいアイデアですが、これが実際に飛ぶかという段になるとムリなように思われますね。というのは……」

と図面を拡げて見せてくれた。

「これは、ジェット エンジンの見本として出した 皆さんよくご存知のボーイング747のJT9Dエンジンの図（図6）ですが、ここにありますように、空気は前面のファンによってエンジン内部に吸入され、コンプレッサーで圧縮されたあと、燃焼室で燃料と混合され 燃やされてタービンを経由 後部から噴出されます。ところがこの場合 出力はこの噴出されたガスによるものよりも、エンジンの外側の筒……ここでは短かく省略されて描かれてますが……その外側の筒内を流れる空気の量によるものの方がはるかに大きいのです。たとえば、ファンによって取り込まれる空気のうち、エンジン内に入る空気を1とすると外筒に入る空気量は9の割合になります。そして 推力の割合はというと、エンジン後部からの噴出によるものが3に対して外筒後部の空気流出によるものが7にもなるのです。

つまりエンジンの出力というのは、噴出ガスの強さもさることながら、いかに多くの空気を取り込み吐き出すか、ということにかかってくるのです。このことから考えますと、和田さんのエンジンの場合 回転軸の脇の小さな吸入口から入り 翼の中の細いパイプを通って供給される空気の総量が小さすぎ、たいした出力を期待できないのではないかと考えられるのです」

野口先生は、さらにもう1枚の図面を取り出した。

「こちらは ヘリコプターのローター（回転翼）と推力の関係を表わしたものです。これでもおわかりのように、回転翼の推力、つまりヘリコプターを持ち上げる力というのは、回転翼の上面と下面の圧力差によるのですが、これもまた、回転翼を通過する空気の量が大きく関係してくるのです。

そこで、和田さんの考えられたようにUFOの底部で回転翼を回した場合、UFOの外輪部のすき間から流出し、内輪部のすき間から流出する空気の量と誘導速度が充分得られないのではないか……つまり、おおいがかけられている状態で、しかも底部のすき間から流出させるということになると空気量が制限されてしまうため 回転翼が持ち上げるだけの推力が出ないのではないか、と思われるんです」

このことを電話で和田氏に連絡すると数日後 次のような返信があった

「UFOが浮き上がるのに、充分な馬力が出せるかについて。

まず、1400ccの小型乗用車ぐらいのUFOを考えてみます。

すると直径は4メートル 重さは2人乗せて1トン程度とします

UFOの底部の噴出口は 外径3メートル、幅0.3メートルのリング状にすると仮定すると これを浮上するには約500馬力（この値は自動車では60馬力くらいが普通ですが）必要となります。

いろいろなロスを考慮に入れて、仮にこれを倍の1000馬力必要と考えることにしますと それだけのエンジン出力を出すのに必要な空気量は、添付資料（岩波新書『エンジンの話』）により、1秒間に0・773立方メートルということになります。

さて これだけの空気を内径10センチ（断面積にすると0・00785平方メートル）ほどの管を使って翼内を通し、エンジンへ送り込んでやるとしますと空気流速は毎秒約100メートルになります（中略）このことから 翼内に設けられた直径10センチのパイプ1本だけでも容易に1000馬力を出せるだけの空気量を供給できること

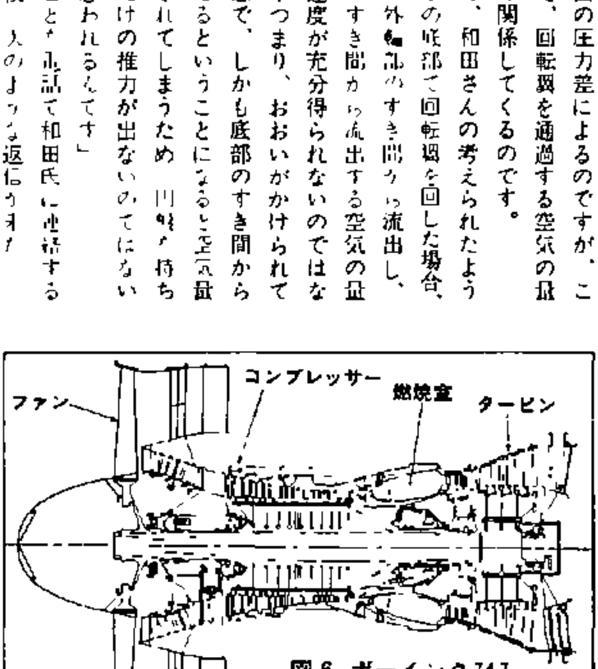


図6 ボーイング747のJT9Dエンジン

こで空気と混合され、爆発することによってジェット流を後方に噴出し、翼全体を回転させる。
　和田氏は、この機構によって空気力学上の問題が解決し、回転数がどんどん上げることができるというのだ。
　図4の右端(c)図は、これを改良し、翼端の空気抵抗を少なくするため、エンジン部を三角翼の飛行機と同じ原理で作動させて取り付けたものである。
　図5は、このような回転翼エンジンをアダムスキー型UFOの内部に設置した場合で、回転翼が回ることによって、UFO底部の輪の一番外側から外部の空気が吸入され、その内側に設けられた輪状の部から下方へ噴出される。

その噴出の反動で、UFOは上方へ飛び上がるというわけだ。
　和田氏は、この回転翼を4本にすれば、ちょうど卍型となって、アダムスキーの回転にピッタリ一致することに気づいた。しかも、その回転翼＝ラムジェット・エンジンという機構は、氏が考案した例のガスタービン・エンジンと原理的にそっくりなのだという。
　和田氏はさらに次のようにいう。
「これに気づいて、いろいろと考えてみると、これまでに目撃されたUFOのさまざまな特徴と一致する点が多いのです。たとえば、UFOは進行方向にやや頭部を傾けて飛行するといわれますが、これはヘリコプターのように下方に空気を流出させることによって飛ぶものの特徴で、私の考えたこのタイプのUFOも頭部を前へ傾けて前進することになるでしょう。また、UFOの底部がリング状に2つから3つの部分に分かれていて、それらが回転しているのを見たケースが多いのですが、これは、回転翼が回っているところを目撃したものにちがいありませんし、着陸跡の草が渦巻き状になぎ倒されたり焼け焦げたりしている理由もこれで説明ができます。
　夜間、UFOがオレンジ色の光に包まれているとよくいわれますが、それは、ジェット・エンジンからの噴出ガスが見えるのでしょうし、回転翼の速度をあげるとガスが高温になって、青白い光に変わるのです。
　それに、この機構ですとヘリコプターと同じ原理ですから、空中での静止や発進も自由で、回転翼の速度をあげれば、超高速、急加速も可能です」

航空工学の専門家の見解

　私はとりあえず専門家の意見を聞いてみようと、千葉県習志野市の日本大学理工学部航空工学科に野口常夫先生を訪ねた。
　野口先生は、航空工学で有名な木村研究室の少壮気鋭の学者だが、興味深そうに和田氏の描いた図面を長いこと見つめていたと思うと、やおら数枚の図面をひき出しから取り出した。

図2 ヘリコプターの伝動方式

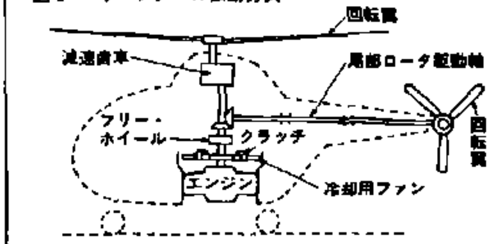


図3 ワンマンヘリコプター

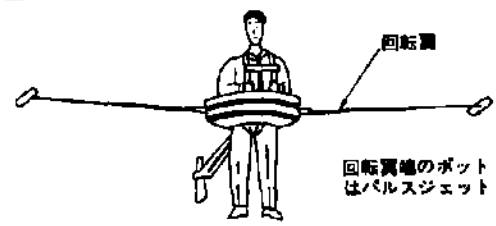


図4 ガスタービン・エンジン

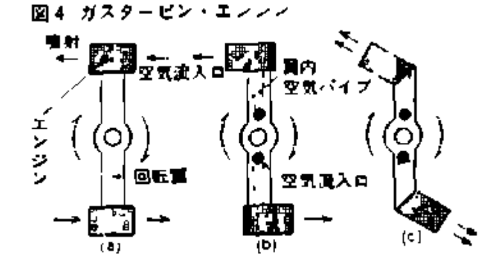
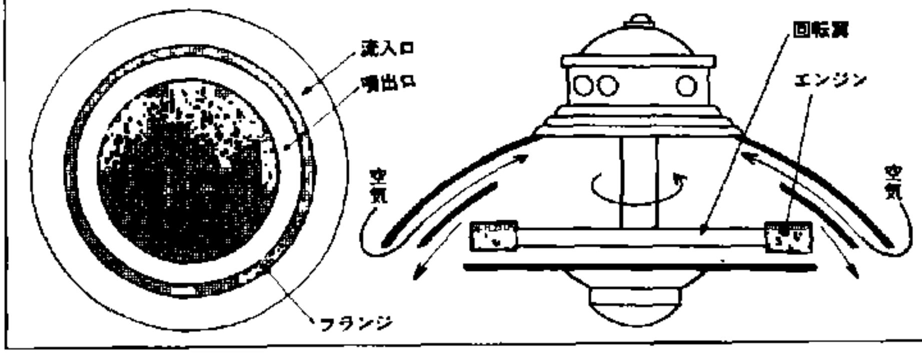


図5 ガスタービン・エンジンを取り付けた円盤



▲「11PM」に出演しUFO推進エンジンについて説明をする和田譽雄氏(右端)。

な機械。これが本当に回転し実用化できれば、画期的なエンジンになることは間違いなさそうだ。

和田氏は続けた。

「1952年12月13日に、かのジョージ・アダムスキー氏が金星人から返してもらったという写真フィルムに、紡錘型の、UFOを思わせる図形の中央に卍型のものが配置されている[illegible]（図1）がありましたね。この卍型こそ、私が発明したガスタービン・エンジンの原理による、UFO推進モーターを意味しているのではないかと思うんです」

詳しい理論的なことは、専門的にすぎ、長くなるので割愛しますが……と前置きして和田氏が説明してくれた内容は大略次のようなものだった。

図2は、現在使われている通常のヘリコプターの機構図だが、この場合、胴体内部に設置されたターボ・エンジンの動力を回転軸を通して翼に伝え、翼を回転させる仕組みになっている。

図3は、翼端にラムジェット・エンジンがついていて、その推進力で翼が回転するタイプのヘリコプターで、そのうちもっとも視覚的にわかりやすい例をとりあげたものである。

このタイプの利点は3つある。(1)ジェットの反動を利用して空気をけり、翼が回るので、トルクの補正をする必要がない。回転速度の加減は、燃料の補給量を調節するだけでたりる。(2)したがって構造も簡単になり、ジェットを作動させるための装置としては燃料の補給管だけでたりる。(3)回転軸を通して動力伝達を行なわないので、大げさな機構を必要としない。

一方欠点は次の3つである。(1)ジェット・エンジンを翼の先端につけるためにエンジンの大きさに制限があり、その結果空気力学上、回転数をある点以上あげられず、ジェット推進の特性が低下する。(2)燃料消費が大きく、航続距離に問題がある。(3)騒音が大きい。

和田氏は、この図3タイプのエンジンを和田式に改良したものを、UFOの円盤に取り付けることを考えた。

図4の上図(a)は、図3と同じ翼端ジェット式の回転翼だが、中央部はそのエンジンの胴体、あるいは空気の吸入口をふさいでしまい、そのかわりに回転軸のすぐ脇に空気流入口を設けたものである。空気は回転軸の脇から取り入れられ、そのまま翼の中につくられたパイプを通って翼端のジェット・エンジンへと遠心力によって導かれ、圧縮される。また燃料は、回転軸の中のパイプを通り、さらに翼の中の別のパイプを通って、翼端のエンジンに送られ、そ

日本の発明家が重大発言

UFOの推進原理はニュートン力学で解ける

日本テレビ・ディレクター　矢追純一

UFOの推進原理は、現在の地球上の科学で解決できるという人物が現われた。しかも、ニュートン力学で、それが可能なのだという。この驚くべき情報を得た矢追ディレクターは、さっそく当の本人に面会、直撃取材を決行した。

日本テレビ「11PM」の私のデスクには、超常現象や超能力、UFOなどの情報が数多く寄せられる。今回は、その中からUFOの推進原理に関するものをご紹介しよう。

「ラジオ番組〝矢追純一のスペースファンタジア〟を聴いて、この手紙を差し上げる決心をしました」

という書き出しで始まる手紙は、神奈川県小田原市に住む和田昇雄氏からのものだった。

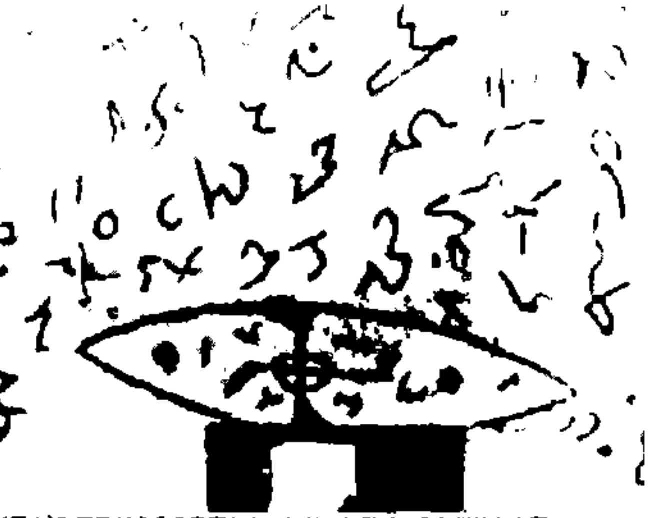
驚いたことに和田氏は、

「UFOの推進原理は、現在の地球上の科学……それもニュートン力学で簡単に解決できるありふれたものにすぎないことを発見した」

と書いていた。

私はさっそく、当のご本人に会ってみることにした。

和田氏は、年の頃40歳か、それよりすこし前くらい。髪を五分刈りにした精かんな面つきの紳士だった。[illegible]鉄機関係の会社をやめて、現在はフリーの発明家を志しているという。



▲(図1)和田氏が自分の考案したエンジンに似ていると指摘した図。

静止滞空や急発進も可能

「そもそもの始まりは、私が発明し、特許出願したガスタービン・エンジンにあるんです」

と、和田氏は話しはじめた。

「従来のエンジンは、圧縮機部、燃焼室部、タービン部とそれぞれ独立した3つの部分から成り立っていて、機構が複雑なうえ、空気がこれら3部分を通過するたびに速度と圧力の急激な変化を繰り返し、損失が多いという欠点がありました。

私はそれを改良し、それら3つの部分が一体となった、画期的なエンジンを考案したわけです。これは、現在公開特許公報に載り公開されています」

と、一部のコピーを取り出した。

なるほど図面で見るかぎりは、簡単

きたことがある。」

以上、資料の内容そのものは新しいものではないが、経済大国日本がＵＦＯ情報公開に賛同したということ——つまり、本邦初公開の試みが功を奏したということだけでも、意義はあると思う。こうした資料を一市民から知識人に届けても、今までは見向きもされなかった。政府所有の資料という資格が得られた現在、人々はあらためてその内容に意を配するであろう。

▲社会民主連合の副代表、菅直人衆議院議員。

今こそ前進あるのみだ

また、次のようにＣＩＡ訴訟と比較することによって、日本特有の"味"がはっきりわかる。

●たとえば、１９７４年のスペイン事件や、76年のチュニジア事件、およびモロッコ事件など、私たちにとっても新しいイメージのＵＦＯ資料を米国国務省か公開したＣＩＡ訴訟に対して日本の場合は古い感じがする。

それに、米国国務省のような民主的・良心的調査の資料はない。主として、公議録、公式演説、新聞の切り抜きといった、やや非主体的な輸入品である。しかし、米国のように「極秘ランク」印もなく、とかく極秘リーカースト社会といわれている日本国政府（極秘より守秘がお得意？）のそれも、米国国務省日本課とヤユされている外務省か「ＵＦＯ資料」以前に、進取の気性を発揮した勇断は賞賛にあたいする。これは、政・官界、民間が一致協力し、トリプル・プレイを演じたためであろう。

●そのスピーディーさ——14ヵ月を要したＣＩＡ訴訟に対して、国調グループは、わずか1ヵ月あまりでＵＦＯ公文書を手にすることができた。

●その特殊な経費——膨大な費用を予測された、ＣＩＡ訴訟に対して、国調グループの活動経費は、交通費込みで2万6０００円（内訳、資料コピー代1万円、接待飲食費８０００円、交通費延10人分５０００円、電話代３０００円）である。

●見逃せない女性の役割——ＣＩＡの訴訟の発想も、そもそも一大学生のヒントから得られたとか。少なくとも3名以上の大学生が中心的活動を展開しているわが国でも、この点は同様である。ただし、縁の下の力持ちとなってくれた女性の活躍を見逃してはならない。受付といい、電話オペレーターといい、秘書といい、彼女たちは行政事務の円滑化のためには絶対不可欠。

●量的問題——当初１０００ページ前後のＵＦＯ文書から、現在では数十ページに及んでいる本国の公開ＵＦＯ文書の量に対し、わが国の場合は、数十分の1にも満たない。だが、舶来品好みの日本人気質をもってすれば、ひょっとすると、その量を越えないとも限らないと考えている。やり方いかんなのだ。

こうして今、わが国のＵＦＯ研究も、ＵＦＯ墜落／回収ものが花盛りだった、3年前の米国の情況に、やっと追いついたといえるのではないか。もはや、二の足を踏むときではないのである。■

音楽の情がつい顔を出すんです。しかし、情報というボールをどちらがヒットするか、知力と体力の戦いなんです。そのためにも、ボールが見えなくてはフェアな試合とはいえません」

かくして私たちは、"UFOでプレイボール"。森脇 竹本URI、そして市民政策会議の合同メンバーによって「国調グループ」を結成、菅議員の国政調査権を発動した、本格的UFO資料の公式調査活動に入った。

6月16日、さっそく菅直人事務所から電話が入り、「市民政策会議の増戸君(UFO調査担当・橋大1年生)が 外務省から一連のUFO文書を入手した」むね報告があった。

私たちはさっそく、文書を受け取りに行ったのだが、あの時の感動は今でも忘れられない。

◀森脇十九男氏　◀高野均氏　◀坂田喜一氏

その後、都議選があったために、活動は一時中断したものの、7月20日 追加資料を入手することができた。さらに、7月28日には、UFO訴訟を起こしているポール大観氏が、政府などと交渉のために上京。その時 私たちの活動を紹介するとともに、資料提供によってポール大観氏のUFO裁判を支援することを約束。そして これらの活動を土台にして ゆくゆくは 国会でのUFO目撃を実現させようと話しあった。

興味をひく2つの事例

ここで、これまでに取得した資料を分類してみよう。

Ⓐ「国連UFO文書」(54ページ)――外務省

Ⓑ「米下院軍事委員会UFO公聴録」(44ページ)――外務省

Ⓒ「ニュージーランドUFO事件(記事)」(15ページ)――外務省

Ⓓ「グレナダ国の国連UFO演説に関する新聞記事」(2ページ)――外務省

Ⓔ「南極観測船ふじのUFO目撃事件の返答」(2ページ)――文部省

Ⓕ「ニュージーランドの日本大使館からのテレックス報告書」(1ページ)――外務省

分類Ⓔは 文部省学術国際局学術課の公開資料であるが、他は 外務省国連局科学課が公開したもの。

これらの文書の中には、すでに森脇顧問などによって翻訳されているものもある。(Ⓑの米議会録とⒹのゲーリー首相演説は、新評社刊の『ROCK ON UFO』に収録。また『UFOと宇宙』誌にも掲載されている)

中でもとくにおもしろいと思われる資料は、ⒺとⒻであろう。

●公文書Ⓕ(原文英語)

『1979年1月5日

1978年12月21日、アーゴシー航空機のパイロットが 強烈な白色光に追跡されたと報告した。そのパイロットの目撃地点で、ウェリントンのレーダースクリーンにもブリップが現われた。

目撃はなおも続き、30日夜から31日にかけては、アーゴシー機からデイビッド・クロケット氏が まばゆいばかりの円球を見事に撮影、テレビジョン1のカメラマンも 翌年1月3日の早朝に大規模なUFO撮影に成功した。

このため ニュージーランド空軍は現在 複数の目撃事件について調査中である。

空軍は 科学工業研究省の助けを得て問題の解決に努めているが これまでの見解では、気温が逆転したり、湿度の変化によって、ある大気的現象が発生し、それがレーダーのブリップになったのだろうとしている。

というのも、12月30日にヨーロッパにおいて、次のようなことが発生したからである。

『――その地方に、強烈な西風が発生 湿った暖かい空気をともない つつ 南アルプスから雲のかたまりが下降していった。

ある科学者たちは、これを物体が北に向かって上昇していったことと関連させ、物体は結局、金星が反射したものであろうと判断している。

日本大使館
ニュージーランド
ウェリントン　』

●公文書Ⓔ

『文部省国際学術56・6・1

56・6 1 衆議院 菅直人議員からの資料要求に関連

これまで、日本の南極地域観測隊が、UFOの写真撮影に成功した事例はない。

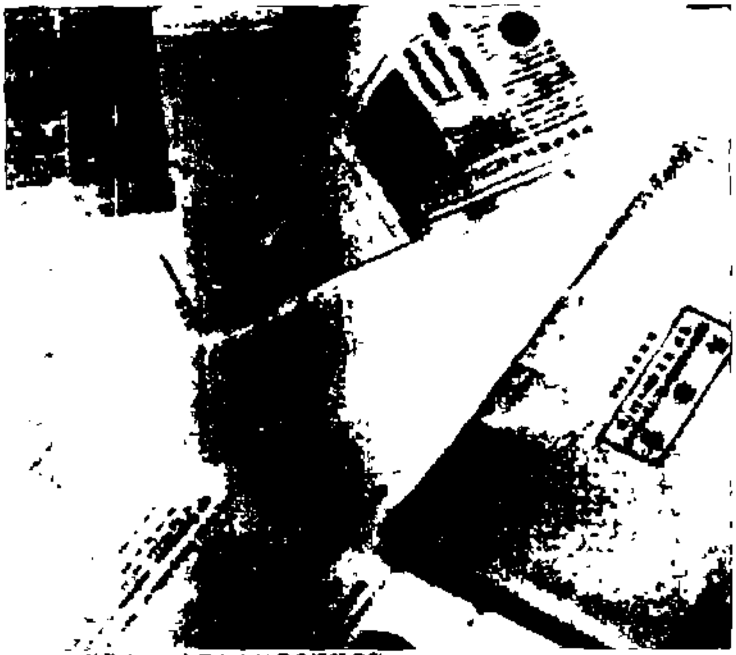
なお、昭和54年1月、第20次観測隊に同行した朝日新聞社の記者が、氷海内の『ふじ』船上乗組員が、UFOらしきものを目撃したむねの記事を送稿して

日本国政府は、ことＵＦＯに関しては音痴もはなはだしいとされていた。だが、数は少ないながらも、外務省と文部省には、ＵＦＯ資料が保管されていたのだ。今ここに、公式調査活動によって取得された、ＵＦＯ関係公文書が初公開される。

ようにいっている。

「秘密文書が公開されたということは早い話、一般のＵＦＯ研究家が勝ったということなのです。その意味からさらに私たちが、ＵＦＯ情報の公開運動を促進させることができるのです」

日本における今回の公文書取得も、まさにこのことを物語っているといえるのではないだろうか。



▲外務省から入手したＵＦＯ資料の数々。

公式調査活動スタート

昨年の7月、当ＵＲＩの森脇顧問が、ＵＦＯ情報の公開実現のため、2つの活動路線を打ち出した。1つは「情報自由化法制定」促進運動への参加。もう1つは陳情を始めとする政府各省庁への直接的な働きかけによって、ＵＦＯ情報を取得する「国調グループ」を発足させることであった。

私たちの運動は、この2つの路線に沿って進められてきたが、その間さしたる成果も得られなかった。

さる筋から入手した内調（内閣官房内閣調査室）の秘密資料にしても、ＵＦＯの文字は見あたらなかった。日本のＣＩＡとまでいわれているところでさえこうである。わが国の政府は行革にいそしむあまり、ＵＦＯなど鼻にもかけてくれないのではないかと、私たちは内心、焦燥感を隠しきれなかった。

いや、たとえそうした公文書があっても、「情報自由化法」が制定されていない現在、ＵＦＯ情報を政府から入手することは、不可能に近いのではないか。公務員にしても守秘義務というものがあって、事情によっては、手が後ろにまわらないとも限らない。それなりに、危険性をおびた作業なのである。

だが、とにもかくにも、私たちは「ＧＳＷに続け！」とばかり、今年の5月、永田町の衆議院会館に駆け込んでいった。

732号室──そのドアをノックし、新しいＵＦＯ史が始まったのだ。

社会民主連合の副代表 菅直人議員は、「市民政策会議」というグループを組織し、いろんな社会問題を調査、分析し政治活動に生かしている。森脇顧問と科学問題ジャーナリストの竹本の両氏がタッチしたのは、このグループにＵＦＯ状況を説明するためであった。

このことはすでに『週刊プレイボーイ』誌を通して一般にも次のように告知されていた。

「ＵＦＯ研究会を作ってほしいという依頼は（雑誌『創』のライター）を介し、5月23日の市民政策会議で話を聞く予定」と。

森脇、竹本の両氏は、出席していた学生、大手商社マン、銀行員、松下政経塾生たち十数名に準備したＵＦＯの資料を配布し、わが国のＵＦＯ問題のあらましを説明し、私たちのグループからの提案を述べた。そして最後に会議のコーディネーターをつとめる片岡氏が発言し、次のように締めくくった。

「議員の『国政調査権』には、院内での一般的なほかに、各省庁政府委員を通しての資料請求がございます。私共の下働きのスタッフは学生を中心に若いスタッフが『国政調査権を利用した情報公開の実験』と称して、かなり自由に資料請求をしています。

ときには、1日10件を超えることもあり、内容照会や督促で3本の電話全部が不通になることも日常茶飯事なんです。

お陰で各省庁からは、『菅先生ですか？ いつもお世話になっております』と応対されるようになりました。とはいえ、官僚も人の子ですから、応対には喜怒

緊急報告

初公開／日本国外務省UFOファイル

高野功＋URI

　これまで、UFO情報に関しては「ノー・コメント」だった日本国政府から、正規の手順により、国民にUFO資料が公開された。

　去る6月、私たち「国政調査権に基づくUFO情報公開促進グループ」（以下「UFOグループ」と略記。事務局代表 森脇十九男）は、政府省庁委員会を通して、まずは外務省と[illegible]同省に保管中のUFO資料を発掘するという快挙をなしとげたのだ。

　1978年12月14日、CIAとのUFO訴争に見事、勝利をおさめ、1000ページ近いUFO公文書を公開させた、GSW会長のウィリアム・スポールディング氏は、手記の中で次の

まったという。彼は、裏口のドアから逃げ去ったが、がっかりして悲しそうに見えたともいった。彼女にかきむしられた傷口からは、濃緑色の血が流れ出ているのを見たと、パットは述べている。

彼女はまた、"2人"がこの時期、自宅の近くの谷間にある幾何学的形をした小屋に住んでいるといったとも主張したので、私は、長時間をかけて捜してみたが発見できなかった。この谷一帯は景色がよく、美しい地域ではあったが、そのような小屋が建てられたことはないという話だった。

彼らが地球に来た理由

同じ頃、数千キロメートル離れた所に住んでいた彼女の知人たちが、問題の生き物に関連していると思われる奇妙な心霊現象に見舞われはじめた。ある婦人は、生き物を目撃はしなかったが、奇怪な光体が空中を浮遊しているのを目撃し、テレパシーを感じて、奇妙なうなりや気味の悪い声などを耳にしたという。

▲奇怪な強制拉致事件は山向こうの友人を訪ねた帰りに起きた。

パットによれば、例の生き物たちが「これらはすべて自分たちのしわざだ」と述べたという。こうした体験のために、1人の婦人は神経衰弱になってしまったそうだ。

中でも、もっとも奇怪な強制拉致事件は、パットと私が、ブラック・マウンテンの山道で母船とその搭載機を目撃するすぐ直前に起こっている。私がカリフォルニアまで出かける気になったのは、実はこの奇怪な出来事に刺激されたためだった。

パットが私に語ったところによれば、それは、ブラック・マウンテンの反対側に住んでいた友人を訪問した帰り道の出来事だったという。ガソリン・タンクは満杯で、しかも車は、最近、徹底的な検査を受けたばかりだった。淋しい道路の、中でも一番暗い所にさしかかったとき、彼女の車は急に止まってしまい、ライトもラジオも消えてしまった。と、問題のえんじ色のスポーツ・カーが現われ、急速度で近づいてきた。

スポーツ・カーには例の"2人"が乗っていて、並行して疾走するように、彼女の車の前を遮って止まった。これは、問題の生き物たちが、UFOと同じような電磁効果を及ぼし、彼女の車のエネルギー源に対して妨害を加える力を持っていることを示していると思われる。

パットは車から降りて山際に逃れようとした。けれども連中は彼女をつかまえ、彼女の車の後部座席に乱暴に押し込んだ。その夜の"2人"はうまくいっているように見え、終始、争うようなことはなかった。"金色の1人"は、筋肉質のよい体格をしていて、指揮官のようにふるまい、彼女をうしろ手にして押さえつけていた。"小さい"方の"1人"は、彼の手を彼女の顔にあててテレパシーで話しかけてきたという。

それによれば、連中には彼女に危害を加えるつもりはまったくなく、彼らが地球にいるのは、彼らの星間宇宙船が空間／時間に発生したある種の事故で破損したためだということだった。この時間軸上で、"敵"から身を隠すためにいるのだという。その"敵"とは、"母星"から、彼らを捜して追いかけてくる連中というわけである。彼らはまた、この異なる時間軸と場所で生存する試みを行なっているうちに彼らを侵そうとしのび寄ってきた精神異常と闘っているのだともいった。彼らは"母なる星"に帰ることを願っていた。

問題の生き物たちとの遭遇は、私と一緒に例の母船と搭載機を目撃した直後から起こらなくなった。ごく最近述べたところによると、パットはこの1年間、まったく彼らに悩まされなかったという。

SFの材料になりそうなこの奇妙なパットの遭遇事件の全貌は、結局、明らかにすることができなかった。けれども私も、ブラック・マウンテンの暗い夜空に、謎の物体を見たことだけは事実だ。

いずれにせよ、このとてつもない事例について、批判的立場をとりつつも、柔軟な態度で臨み、そこに一片の真理をつかみとることが、UFOの謎の解明につながるものと信じている。■

大谷翼子訳

て、そばで人間に似た2つの生き物が、何か激しくいいあいをしていたという。目撃後、すぐに彼女は意識を失ってしまった。（おそらく例の生き物たちから何かの操作を受けたものと思われる）目が覚めたときには、飛行機械も生き物たちもいなくなっていた。ていねいにあたりを調べてみると、1つの黒い箱が見つかった。パットは、この夜の信じ難い体験を共にした友人に、この箱を預けた。ところが不幸にも、その後、この友人との連絡がとだえてしまった。一所懸命に友人を捜したけれども、この友人はまるで"消えた"ように見つからなかったという。

10代に彼女は何度か、心霊現象も体験している。その1つは、友人の1人が、10キロメートルほど離れた地点で乗っていた自動車が、列車と衝突して即死したちょうどその同じ瞬間、一種の強い感情移入的衝撃を受け、思わず膝をついてしまうという経験であった。

沼地で遭遇したUFOの搭乗者と2度目に出会ったのは、ずっと後のことで、ちょうど結婚をしてマイアミに住むようになったときのことだった。

彼女が1人で寝室にいると、押入れの一間さの戸の向こうから、1本の腕が垂れ下がっているのが見えた。それは、あの沼地で最初に遭遇した生き物と同じ、高級なベロアのような材質でできた制服をつけていた。気丈なパットは、ためらわずその戸をサッと開けた。すると、何年も以前に、飛行物体から降りてきた搭乗者とまぎれもなく同じ生き物が、押入れの中に立っていた。彼らはパットを押しのけて、後ろのドアから飛び出していってしまった。

この出来事が起こって以来、彼女は定期的に、これらの生き物につきまとわれるようになった。彼らは、まるっきり普通の、魅力さえある人間のように見えた。パットの押入れの中にいた1人は、背が高く、やせていて、『スター・トレック』に出てくるスポックよりもきびきびとした外国人のようだった。彼は、えんじ色の高級スポーツ・カーを購入したらしく、これに乗ってしばしばパットの車を尾行した。これについては、パットの車に一緒に乗ったことのある何人もの友人たちが確認している。さらに、この問題の生き物は、たびたび電話をかけてきて彼女を悩ませていることと、友人の1人が証言している。この友人が親子電話で盗聴したところでは、相手は低い声でナンセンスな質問をしていたという。

この間、パットは夫と共にカリフォルニアに引っ越した。これで"いたずら者"から逃れられると思ったが、問題の2人は、カリフォルニアに移ったその日のうちに姿を現わしたのだった。そして彼らは、人間ではないことをはっきり示すかのように、パッと消える（映画の像のように）という芸当をやってみせた。

例の生き物たちは、私がこの事例を調査した年にも、パットのそばに出現している。しかし、私がパットのところにいた間は、まったく姿を見せなかった。

ある日、パットが買い物から帰ってくると、寝室の中に連中がいた。しかもこの時も彼らは口論していた。そのうちの"金色の1人"（トラビス・ウォルトンや、そのほかの報告に出てくる金色の目をした小柄の搭乗者たちによく似ており、この事例では、金色の制服を着ていた）は、もう1人のすこし小さい異星人ふうの仲間に反抗して、逃げ出そうとしていた。けれども、パットが驚いて立ちすくんでいるのを見つけると、落ち着きを取り戻したように静かになった。どうやら両者の間には、即座に和解が成立したようだった。両者の絆は、たいへん感情的で、また強いもののように見えたという。

別の日には、パットがK・マート百貨店の駐車場で車に乗ろうとしていると、この"2人"がやって来て、彼女を彼女のスポーツ・カーに押し込もうとした。近くにいた警官がこれを見つけてかけつけてきたので、彼らは車に飛び乗って走り去っていった。警官はタイヤを狙って発砲したという。私はこの事件に関する警察の記録のコピーを手に入れようと努力したが失敗に終わってしまった。彼女は、2人ともみ合ったときに受けた打撲傷だという写真を私に見せてくれた。

さらに別の日には、"2人"のうちの"異星人ふうの1人"が現われて、彼女を誘拐しようとしたが、引っかいたりして激しく抵抗して追い出してし

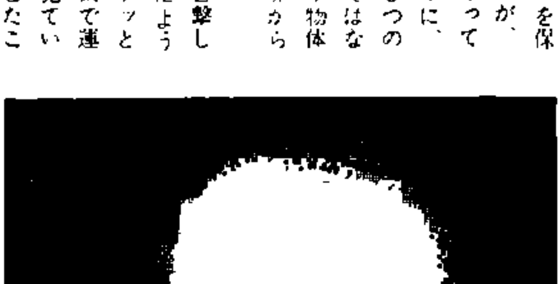
▲ブラック・マウンテンにはしばしばUFOが出現する。

◀パットは十数年もの長きにわたり、SFの材料になりそうな驚くべき遭遇体験をした。

って、高度130メートルぐらいを保って接近し、三角形をなしているのが、はっきり見てとれるところまでやって来た。それは普通の飛行機のように、2つの[illegible]と3つの光点によって三角形に見えていたのではなく、全体が三角形に輝く1つの物体だった。そして一瞬のうちに視界から去っていった。

奇妙なことに、一緒にこれを目撃していたパットはすこしも興奮したようすを示さなかった。彼女は、チラッとそれを眺めただけでそのまま平気で運転を続け、暗い沼をまっすぐ見ていた。おそらく彼女が以前に経験したことに比べれば、こんなことは〝なんでもない〟事件にすぎなかったのだろう。

この目撃の発生する[illegible]直前、パットも私も、車の市民バンド無線機が奇妙な交信を捉えるのを耳にしていた。それは、人間の言葉なのかどうかわからなかった。私は、外国人学生たちを教えたことがあり、また、いくつもの言語が使われている西インド諸島に住んでいたことがあったので、地球上で用いられている言語の大部分の響きを聞いた経験を持っていた。そして、その夜に傍受した乱暴な交信は、どこの言語とも説明できないものだったけれども、何やら絶望的な救助を求めるように私には聞こえたのだった。



▲2つの物体はこの写真のように接近してドッキングした。

最初の遭遇は13歳のとき

パットの驚くべき遭遇と強制拉致を受けた体験は、彼女がフロリダ州に住んでいた13歳のときに始まった。同州には現在、私が住んでいる。

当時、彼女は、オレンジ畑に囲まれた沼の周りを歩きまわるのが好きだった。そしてそこで、奇妙な飛行機械（彼女は、映画『ファー[illegible]ト[illegible]』に出てくる宇宙船によく似ていたという）に出会った。沼のほとりに着陸してい

13歳の頃に第3種接近遭遇を体験して以来、2人の異星人と信じ難い接触を続けてきた女性がいる。彼女の名前はパット。本格的な接触は、2度目の遭遇から始まった。彼らは定期的に彼女につきまとうようになったのだ。この情報を入手したダイアン嬢は、謎の真相を追いカリフォルニアにおもむいた。

アメリカ現地取材報告

美しいヤング・ミセスのエイリアン接近体験

教師／UFO研究家
ダイアン・テスマン

今年26歳になるパット（仮名）という婦人は、UFO搭乗生物との驚くべき、信じ難い接触を、13歳の頃からずっと続けてきたという。この件について、彼女の恐ろしい体験を確かめ、また彼女自身についてもよく知るために、現在、彼女が住んでいるカリフォルニア州までの大陸横断の旅を、私はこの1年間、たびたび重ねてきた。

この事件は、あまりにも信じ難いものであり、彼女が精神異常者であると判断した方が常識的とも思えるほどのものだった。けれども、意に反して、彼女の知性は平均水準よりはるかに高く、誠実さと洗練されたマナーは、たいへん印象的だったということを強調しておかなければならない。

パットが、実際に起こったことを語っている可能性が高いと私が信じるのは、次のような点からである。

私は、パットと一緒に、以前彼女が第3種接近遭遇を経験したという山岳道路を車で走行した折、私自身、この目で、母船と搭載機とを目撃したことがある。パットに、この壮観な光景を仕組めるはずはなかった。そして、問題の3分間の目撃中、私がまったくの正気だったという点にも自信があった。

最初に私が見たものは、横に動いてゆく大きな輝く〝星〟だった。そのあと、すこしの間、〝星〟は1ヵ所を行ったり来たりした。次に、それより小さな別の〝星〟が速いスピードで近づいてくると、その大きな〝星〟は、ピタリ動かなくなった。ブラック・マウンテンを背景にして、大小の飛行物体が、衝突するかと思われるコースを接近してゆく光景はとてもドラマチックなものだった。カリフォルニア州サンディエゴの近くにあるこのブラック・マウンテンは、しばしばUFOが出現したり、オカルト現象が起こったりするところとして有名である。たぶん、この夜も例外ではなかったのだろう。

問題の2つの物体は、実際には衝突することも、ニア・ミスですれ違うこともなく、小さい方が大きい方に、そのままスッとのみ込まれてしまったのだった。両方が接合したりする手続きはいっさいなく、小型の物体が減速するということもなかった。あたかもそれは、搭載機を収容する入口に入ったように見え、偵察機が母船に〝帰着〟したようだった。

収容が終わると、母船は、こちらに向かって動きはじめ、せまい山道に沿

THE CYCLES OF HEAVEN

しい。たとえばスカイラブ計画にしても、人間はこの計画の成功により、人類の長い歴史をかけてようやくかき集めた太陽に関する情報よりはるかに多くの情報をたった2～3週間で手に入れてしまった。だが、せっかく手に入れた情報も、充分に研究されることはあるまい。とにかく量が多すぎて手に余るのだ。今日ではどんな分野の科学者であっても、専門誌の一部を読むのがせいぜいで、とてもすべてに目を通すことはできないのが実情である。

NASAの発行物のたった1年分のインデックスだけで、何とページ数は1000枚にも及ぶ、誰も読む者がいないとしたら、これらの大量の情報には、いったいどんな意味があるのだろうか。

科学の方法には一大変革が必要だ。その第一歩として、科学者は自然を開発し征服するかわりに、これを理解しようと努めるべきである。自然は科学者がでしゃばって功績を云々するずっと以前から多くの発見をしている。

蜜蜂は工学技術を学ばずして、現代の技術者でも不可能と思われる六角形の構造を持つ巣を作った。フジツボが作る"にかわ"や、クモの作る細く強い糸、カモメの持つ海水の淡水化機能また、蟻が備えているガイガー・カウンターよりも優秀な検出器や感知機能など、人間のとうていかなわぬ能力だ。

また、現代科学の粋をもってしてもわれわれはあの巨大なピラミッドやマチュピチュの遺跡を再現することはできまい。

古代の人々はどうしてそれらを建設できたのだろうか。そして彼らの持っていた知識を、人類はいつの間に失ってしまったのだろう。

だが、動物や古代人たちが、学術的な教育を受けずに技術的な奇跡を成しとげることができたのなら、われわれもまた現代の社会において奇跡を実現できるのではないだろうか。新たな科学的アプローチをもってすれば、奇跡は可能なのだ。科学は己れの消化能力を超えた速度で次から次へと情報を生み出し、そのことによって本来の目的を見失ってしまった。だが、知識や知恵も失ってしまったわけではない。われわれによって発見される日を待っているだけだ。

最初の原子爆弾が爆発する10年前に、T・S・エリオットはこう書いた。「天はめぐり20世紀の年月が過ぎ私たちを神から引き離し　ちりの方へと運んでいく」

彼の言葉が、間違いであることを願う。■

は“霊感(インスピレーション)”が湧き起こったときに生まれている。

われわれがインスピレーションと呼ぶ“もの”は、宇宙の力との協調・協力の基本形であると考えられ、その存在を否定することはできない。

脳が実際には1つではなく、2つの部分からなっていることは、これまでの研究で明らかになっている。左右2つの大脳半球は脳梁によってつながり合同で仕事をするが、その機能は非常に異なっている。

大脳の左半球は論理や合理性をつかさどり、右半球は印象やインスピレーションなどをつかさどっている。“脳が左きき”の人間はタイプとして思慮分別があり明晰な考え方をする。反面平凡で二流といった人物も多く、重要な発見を成しとげることもない。一方“脳が右きき”の人間は、創造的で感受性に富んでいる。重要な発見もこのタイプの人間によってなされることが多い。というのも、彼らは右半球が受けるイメージにそのまま耳を傾け、情報を論理的な形式にあてはめる左半球の手に渡さないからである。

一般に女性は“右きき”であることが多い。俗にいう「女の直感」というやつである。同様に、創造力に富む芸術家や、成功した科学者も“右きき”が多く、おそらく発明家などはみなこのタイプに属するだろう。もちろんアインシュタインも“右きき”であった。

当然、左にも右にも偏らない人々もいる。彼らはまったく頭を使わずただワトソンとスキナーのいう刺激と反応——つまり“行動主義”に即して動くのである。

このように人間は脳のタイプ別に分けると3種類に分けられるが、人間社会が正常に機能するにはこれらのタイプの全てが必要であろう。だが現代社会においては“右きき”の人間の数が不足していると思われる。訓練によってその数を増やす必要がある。

バーバラ・ブラウンや、マクスウェル・ケイド、ジョー・カミヤなどのバイオフィードバック（訳注＝生体がある特定の精神・身体状態を維持できるようにするため、視聴覚その他の刺激を与えること）革命の先駆者や開発者たちのおかげで、自転車や自動車の運転と同じように自分の脳を「運転・操作」することを習得できることが世に知られつつある。

イギリスで開発されたマインド・ミラーという機械を使えば、脳の周波がデルタ波からベータ波まで4段階の変化をするようすを観察でき、脳波のリズム（周波数）のコントロールが可能となった。これはきわめて大きな進歩である。脳の特定の状態は特定の影響（刺激）——インスピレーションを含んだ——と一致することがわかっているからだ。

脳だけではなく、肉体のいくつかの器官をかなりのところまでコントロールすることもできる。心臓や筋肉や血圧、さらには[illegible]を制御してコントロールが可能なのだ。

科学は福音たりうるか

昔から神秘家たちは、人間と宇宙とは密接に結びついていると主張してきた。現代科学は彼らの考えが真実であることを証明し、その結合のメカニズムを数多く解き明かした。人間は単にホモ・サピエンスであるといっただけではない。ホモ・エレクトロマグネティクス（電磁性体）でもあるのだ。

われわれはついに、新しい科学の時代に足を踏み入れたようだ。名のある大学教授たちが瞑想や金属曲げ、ポルターガイスト現象、入眠時の幻覚、脳の思考パターンの研究をしている。また、新しいタイプの神秘家たち、つまり量子物理学者の手によって、肉体的事象に精神（頭脳）がどのように関わっているかが明らかにされていくだろう。

ジェラルド・ハードは、科学史には昼と夜にたとえられるようなサイクルがあるといっている。“外向的な発見の時代”は“内向的な考察の時代”の後にやって来る。この[illegible]を、それぞれ脳の左半球と右半球が支配した時代といいかえることができよう。

かつて、どれほど多くの偉大な科学上の進歩が、[illegible]のケプラーいうところの“夢遊病者”たちによって成しとげられたことだろう。ガリレオ、ニュートン、アインシュタインらの足跡を忘れてはなるまい。そして今日、われわれは2つの大脳半球の機能についてより多くの事実を知り、芸術や科学の分野でいかにすれば創造的になりうるかを人々に教えられるようになったのである。

だがやはり問題はある。かつて1934年にT・S・エリオットは次のように記した。「（情報は得たが）その情報の中に失ってしまった知識はどこに行ってしまったのか？」と。

現代の人間はありあまるほどの情報を手にいれたが、真実の知識をほとんど持たず、知恵には至っていないに等

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陽イオンが周りに多くなっていると気づいたら、これを打ち消す陰イオンを生じさせればいいのだ。陰イオン発生器はすでに何種類か製造されている。だが、まだ手に入れにくいし価格もかなり高い。

1980年1月7日付のデイリー・メイル紙（ロンドン）には、次のような記事が載っている。マタ　フォートシャーの大会社がイオン発生器を設置したところ、社員たちにすぐ良い結果が現われたというのだ。新聞はこれを個人の[illegible]であるかのように報道しているが、イオン発生器は実に50年も前からあったのだ。[illegible]者はツィチェフスキーであろう。彼は陰イオンの有益な効果について何年も研究を行ない、論文も発表している。

最後に電力ケーブルに悩まされている村の例を紹介しておこう。

イギリスのフィッシュポンドという村に、いまから7年前に電力ケーブルが設置された。ケーブルは大通りの真上にとりつけられ、20人の人間が住む家々の上を通っていた。2ー[illegible]ケーブルの電圧があがったところ、それ以来4人が心臓麻痺で死に、住民たちは発作に苦しむなど、これらの家の人たちはつねに体の不調を訴えている。彼らはめまい、吐き気、一時的な[illegible]失、不眠症、神経衰弱に悩まされつづめで、心理的・生理的な反応速度が低下し、さらには白血球の数の増加も確認されているのだ。

村人の1人はこう語っている。

「まるで網の中に捕らわれてしまったようで、思考と肉体の間が切れてきたような感じです」

その通り、彼らは網の中に囚われているのだ。滑らかな空気から陰イオンを奪ってしまう、電力ケーブルが発する磁場の網の中にだ。

この村の例のように、自然と[illegible]するかわりにこれに介入し妨害することは、人間が自分で自分の首を締めることになるのだ。

アインシュタインは右きき

アインシュタインは、決して優秀な数学者ではなかった。彼は計算するときになると、眼を閉じて「数字にダンスを踊らせる」のであった。イギリスの著名な宇宙学者スティーブン・ホーキングは、肉体的に欠陥があり、手足が使えず、ほとんど車椅子の中だけで仕事をした。科学上の偉大な発見のほとんど

▲病気治療に用いる人工磁力発生装置。人間は、ホモ・エレクトロマグネティクス（電磁性体）なのだ。(photo／PAMATRON Gmbh.)

しがみついている人間が受ける影響は著しいものである。

もちろん光には、破壊すると同時に修復させる作用もある。オットは全スペクトル照明の効用について、驚くべき見解を述べている。全スペクトル照明とは太陽のスペクトルにもっとも近い電気照明のことである。フロリダのある工場にこの照明を設置したところ、インフルエンザの流行が町を襲ったときに、その工場の人間は誰1人として欠勤しなかった。また、手に負えない生徒ばかりのクラスの照明を全スペクトル照明にかえただけで、子供たちの素行が良くなったという

オットの研究は衝撃的で、興味がつきないが、残念なことに彼の後に続く者がいない。ただ、あのラルフ・ナーダーだけは、初期のアメリカ製カラーテレビの放射線洩れを指摘し、ある製造会社に数千台のテレビを回収させている。

オットは、自然光の下で生活し働けば、人間はもっと幸福で健康になるはずだと考えた。実行はきわめて簡単。あなたの部屋の電球をとりかえるだけでOK。ただ問題は、全スペクトル電球を手に入れられるかどうかだ。努力してみる価値はあると思うが……。

次に空気について考えてみよう。いまや空気ははなはだしく汚染されてしまい、きれいな空気の中で生活することが難しい時代になってしまった。リーディング大学のブライス・スミス教授は、次のような警告を発している

市街地の子供たちの大多数が鉛公害による永久的な脳の損傷に苦しんでおり、恐ろしいことには胎内にいる子供にも同じことがいえるというのだ。

空気は電気的に中性である。だが空気の分子が電子を得るか失うかすると、陽もしくは陰のイオン（空気イオン）となる。滝の近くや高いところでは陰イオンが支配的であり、そのあたりの空気がおいしいのはよく知られた事実である。だが、空気中の陰イオンは熱い風によって奪われてしまう。フランスのミストラル、スイスのフェーン、イスラエルのシャラン、そしてレイモンド・チャンドラーが短編『赤い風』の中で書いているカリフォルニアのサンタ・アナ、どれも各地域に特有の強烈な風である。

チャンドラーが書いているように、この熱い風は「髪の毛を巻き上げ、神経を逆なでし、肌をチクチクさす」のである。おそらくこの風は、多くの犯罪や苦痛と結びついているのだろう。

では、これにどう対処したらいいのだろうか。答えは単純である。つまり

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画期的な業績があげられる。

　ゴークリンは心理学者であると同時に、優秀な統計学者でもある。彼は、パリの学校に在学していた頃から占星術に強い興味を抱いていた。人間は惑星の影響を受けているとする占星学者の見解に耳を傾け、その研究を熱心に行なったのである。そしてこの種の研究ではもっとも大がかりな調査を行ない、その結果、占星学者の見解とまったく同じ形でではないが、確かに惑星からの影響があることをつきとめたのだった。この発見は今後、心理学者にとっても重要な意味を持つだろう。

　ゴークリンの研究によれば、人間の性格のタイプと従来の占星術のホロスコープが示すサインの間に統計的な相関関係は全く存在しない。しかし彼はそのかわりにもっとおもしろい事実に気づいたのだった。人格と惑星時との間に、きわめて明白な相関関係があることを発見したのである。

　惑星時は太陽時とほぼ同じように算出される。地球が太陽の周りを回るにつれて"日が昇り日が沈む"ように他の惑星もみな地平線から昇りそして没する。火星を例にとると、南中点後90度まで昇り180度で没し、290まで移動する。

　ゴークリンは他にも重要な発見をしている。それは、ある特定のタイプの人間が占星術でいう特定の惑星の下に生まれる傾向があるということだ。それだけではなく、職業や専門分野で成功を修める人間は木星の支配する時期に生まれる確率も高いのである。この事実は統計的にも明らかにされ、疑いをさし挟む余地はないといえよう。

　ゴークリンの発表したデータには、ヨーロッパ全域にわたって網羅した数万人の誕生月が記録されているが、このデータからは"ゴークリン効果"すなわち惑星の支配のメカニズムは解明できない。ゴークリンは地球の磁場が関与していると推測している。これが事実となると、メルタールの主張――惑星の位置が太陽の活動を、ひいては地球上の事象を支配する――などの有力な裏付けとなるのである。

人工の力が破壊した自然

　ここで視点を変え、人間がつくった非自然的力について考えてみることにしよう。宇宙の力とはいえないが力であることに変わりはないし、宇宙内の現象に影響する力であるのだから、やはり論議の対象とすべきだ。

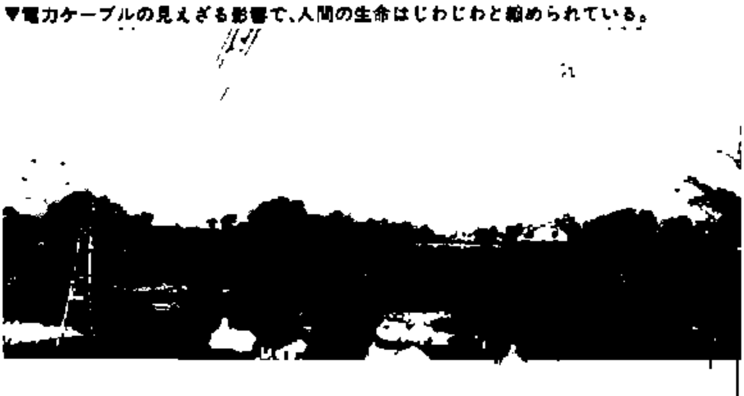
　人類は自然の中できれいな空気を吸い水を飲み、夜と昼そして月と年のサイクルに適応しながら数百万年以上も進化を続けてきた。だが今日、われわれはこれまでとはまったく異なる生態環境の中で1世紀余りを生きてきた。水にはフッ素が、空気には鉛が含まれ、それが子供たちの脳を損い、電力ケーブルがじわじわと生命を縮め、人工的な光がさまざまな形でわれわれに影響を与えている。そして、身近な環境の中でも最も恐ろしいのがテレビである。

　このようにわれわれが徐々に破壊してきた環境は、いったいどうすれば改善できるのであろうか。それを考えるため、まず最初に光に関して検討を加えてみよう。

　ウォルト・ディズニーの自然を写した映画には time lapse（こま送り＝低速度撮影）映像がよく使われている。この撮影技法の先駆者ジョン・オットは、仕事を続けるうちに不思議なことに気がついた。撮影時には植物に長時間、光をあて続けることになるわけだが、そうすると、太陽の光の下では元気よく成長していた植物が、ぐったりしてしまうのだ。中には衰弱して死んでしまうものもあった。光は生命をして死に至らせる力も持っているのだ。

　オットは、さらにいくつかの動物実験を行なった。ネズミを使った実験では、カラーテレビのある部屋の中に放置するだけで、何匹かのネズミが死んでしまった。また蛍光灯について研究を行なった結果、そのうちの何種類かは人体に強い影響を与えることがわかった。蛍光灯の照らすオフィスで一日中仕事をし、家に帰ればカラーテレビに

▼電力ケーブルの見えざる影響で、人間の生命はじわじわと縮められている。



にあるという確固たる主張を持っている。だが、そのデュルケムにしても、自殺の根本原因が他にもあることを示す証拠を発見しているのだ。たとえば、自殺の割合が緯度が高くなるほど上昇することを発見したのも彼である。赤道から遠くなればなるほど、太陽からの宇宙エネルギーを多く受けるのである。自殺はやはり、エネルギー—環境と関係があるのだろうか。

▲惑星の人格支配効果を発見したゴークリン博士。

▲環境が人間に及ぼす影響の研究者、トロンプ博士。

月の位置から犯罪を予測

自然のもう1つの力である重力についても考えてみよう。

地球の水に対する重力の作用については、実際に目で見ることができるのでわれわれにもわかりやすい。月の引力によって海水は満ちたり引いたりしている。ところで、海に潮の干満があるのなら、その3分の2が水分で占められている人間の肉体にもそれと同じことが起こっていると考えられないだろうか。

マイアミに住む精神病学者A・L・リーバー博士は、月の位置から予想を立て、地元の警察に大事件や残虐な犯罪が勃発する時期を予告していた。昔から満月と狂気とはよく結びつけられてきたが、月がその軌道中もっとも地球に近づく時期と社会の不穏な動きの間に関連があることを示す証拠はたくさんあるのだ。ただし、満月かどうかはこの際関係はない。というのも、近地点にある月の影響は、光（太陽の反射光）ではなく、重力(引力)の作用であるからだ。

リーバー博士の研究は多くの論議を呼び、批判も多かったが、彼の理論はイギリスの若手心理学者シモン・ベアトによって引き継がれている。

さて次に、月以外に地球に重要な重力作用を及ぼしているものがないか考えてみよう。まず太陽が頭に浮かぶ。太陽が潮の干満に与える影響は、時には月の2分の1以上になる。それで、太陽と月と地球が一列に並ぶと大潮になるのだ。

惑星はどうだろうか。惑星もやはり潮汐作用に影響を与えているのだろうか。理論上は影響を及ぼしていることがわかっており、その値も計算されている。だがあまりに弱いものなので、どう考えてもその作用が重要な意味を持つとは考えにくいのだ。10^{-13}潮単位で表わすと、極大時で次のようになる。

太陽500 000　月1.300.000

火星50.1　木星0.000.04

ここで、極小時に示す数値に注目するとおもしろいことに気づく。極大時と極小時の比率は、月では1.5対1だが、火星では239対1、木星では311対1なのだ（もちろん太陽は不変で）木星の極小時におけるこれほど微力な作用が、地球上のわれわれ人類にとって重要な影響力を持つといわれても、どうもピンとこない。

だが、どれほどわずかな放射線でも生物に何らかの影響を与えないものはないということを知っている以上は、力と名のつくものはすべて——たとえそれがどんなに弱い力であっても——無視してよいものはないと考えるほうが利口というものだろう。

アメリカの工学者で水脈探知も手がけるS・V・ハーバリック博士は、超伝導磁力計ですら計測できないくらいの微弱な磁場（10^{-12}ガウス）にも人間がちゃんと反応することを証明している。10^{-12}ガウスというと、分かりやすいえば火星の引力とあまり違わないのだ。

人間はまるで電磁機械のように、自分を取りまく電磁環境や重力場で起こるあらゆる事象に、死ぬまで反応し続けるのである。

磁場の影響がわれわれの肉体に入り込むには少なくとも4つの経路がある。直接神経細胞と相互作用するか、神経伝導に関するイオンに影響を与えるか、細胞組織中の水分に作用するか、血液中の鉄分を磁化するかの4つである。

この研究を飛躍的に進歩させたものとしては、ミッシェル・ゴークリンの

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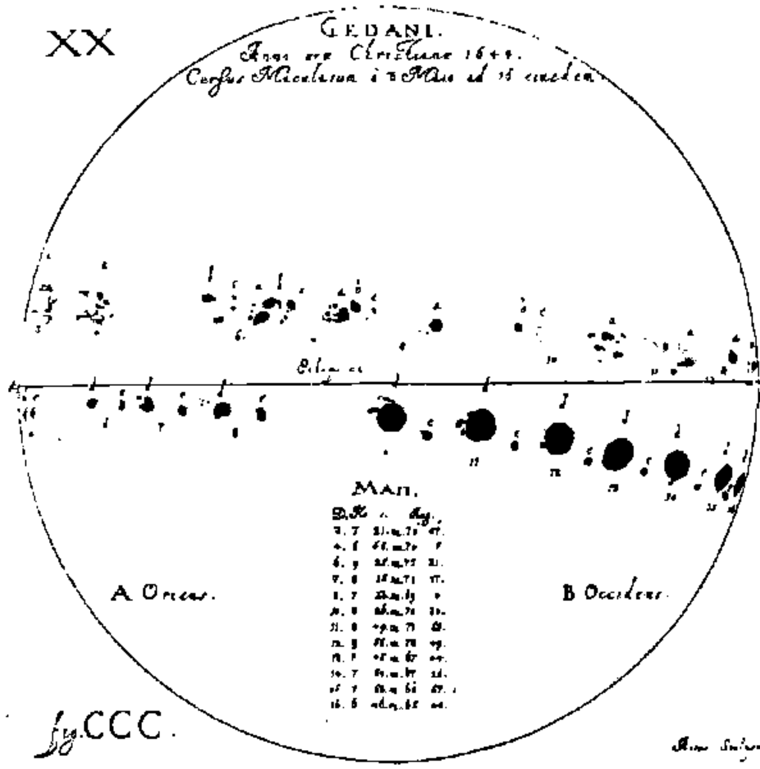
19世紀のイギリスの成年男子普通選挙、投票の動きが黒点に影響されているとさえ述べている。

[illegible]いると思われるだろう。だが、実際に太陽エネルギーが非常に高い時期には、世界が混乱状態にあることが多いのである。近年の出来事では第二次世界大戦の勃発、ソビエトのハンガリーやチェコスロバキア、アフガニスタンへの侵攻、1968年の世界的規模の学生運動、これらの事件はすべて太陽に起こる大嵐と時を同じくしているのだ。

ノイチェフスキーは戦争や暴動、疫病、保守党の勝利はただ単に太陽に帰因しているのだとも、直接に太陽に関係しているのだとも言ってはいない。だが、彼にかわって円と記号のパターンを次のように描くことはできる。

太陽は放射線によって地球の磁場に影響を与えている。磁場の変化は黒点のサイクルと密接に結びついている。



▲地球上の大事件の多くは太陽の黒点と何らかの関係を持っている。

地球の磁場が地球上の、人間を含めたあらゆる生物に影響を与えていることは自明の理である。ソビエトの科学者デュブロフは、磁場が地球の生物圏で起こるあらゆるプロセスに決定的な役割を果たしているとさえいっている。

ここで、おもしろい現象がある。確かに生物は非常に弱い磁場、ことに急激な磁場の変化に対してはきわめて敏感に反応するのだが、強い磁場には意外なことにあまり感応しないのだ。

たとえば、ドライヤーで髪をかわかしている少女は地球の磁場の約50倍の磁場をつくっているのだが、だからといって少女の人格や髪にさしたる影響が見られるわけではない。だが、それは[illegible]や黒点活動による磁気嵐が多くの生物学的事件と結びついていることを示す証拠は枚挙にいとまがないほどだ。

この分野の研究で指導的な役割を果たしている1人に、オランダのS・W・トロンプ博士がいる。博士は[illegible]動を現わすグラフとある種の現象に奇妙な符合のあることに着目した。変化の生じた60年代初め、オーストラリアでは天然痘が、レニングラードで猩紅熱、日本では小児麻痺が流行、さらにドイツ婦人の月経周期に変動が生じ、フランスでは脳麻痺死亡者が増え、世界的に赤血球沈殿速度が変化していたのである。また、ドイツの若者の血圧の平均値が、ここ20年以上の間に徐々に上昇していることが発見された。

スカンジナビアとポーランドにおける長年の研究では、子供たちの平均身長や生理的に成熟する平均年齢が、磁場の図と余り変わらぬ動きをしていることも明らかになっている。

とにかくわれわれを囲んでいる目に見えない、高いエネルギーをともなう放射が、われわれが自覚できないうちにさまざまな形で人間に影響を与えていることは明らかである。春と秋に自殺者の数がもっとも多いことはよく知られているが、この現象にしても、社会的な要素よりはむしろ宇宙的なものが原因となっているとさえいわれている。

自殺に関する研究では第一人者の、フランスの社会学者エミール・デュルケムは、自殺の根本原因は社会的抑圧

▲ジョン・ネルソンは、惑星の位置によっって太陽黒点が生じると考えた。

類の力によって生じている。4種類の力とは、重力、電磁気、そして強い核力と弱い核力である。核力は強弱どちらも原子というきわめて小さい尺度における作用でしかない。したがって、生存問題として直接われわれに関わってくるのは、重力と電磁気の2つといえる。

重力の正体は全く謎である。なぜなら重力は強力であるとも、弱い力であるともいえる。赤ン坊がおもちゃを拾い上げるとき、地球全体の引力以上の力を赤ん坊は出している。だが一方で、引力は月を軌道に固定させ、遠く離れたところから作用を及ぼしている。たとえば、太陽から約70億キロメートル離れて位置する木星がその位置にとどまっているのも、この不可思議な力の作用があるからなのだ。

過去において、重力は絶対であり不変だと考えられてきた。だが、1954年にフランス人科学者モーリス・アレイスが、重力は必ずしも不変ではないということを発見した。彼は日食時に重力にぶれが起こることを観測したのである。この発見は1970年にボストン在住のアメリカ人研究者によって確認されている。

もう1つの力、電磁気（electromagnetism―略してEM）は、電荷粒子から生じる力である。われわれは自然と人工の両方からの電磁放射の海の中で生きている。自然放射のほとんどは太陽からのものであって、可視光線や超高エネルギー粒子を含めたさまざまな種類のエネルギーを供給している。

陽子や電子や微粒子がわれわれの頭上に降り注いでいるのである。さらにわれわれはこれらの微粒子を、この目で見ることもできる。北極光として知られている現象が、あの美しい光のカーテンがそれである。

この他にも、エネルギーはクエーサーやパルサーからも放出され、地球に届いている。これらは想像を絶する巨大な天体で、たとえばクエーサーの中には、1000億個あまりの恒星を有するこの銀河系の放出するエネルギーの、何と10億倍のエネルギーを出しているものもあると推定されている。

人間は黒点の奴隷!?

スカイラブが撮影した画期的なフィルムによって、われわれはこの目で、太陽がエネルギーを放出する様子を見ることが可能となった。それはぞっとするような光景である。火山の大噴火のような大爆発が宇宙空間に向かってはじけて、数千マイルもの火柱が立つ。

この地球上からも、爆発によって生じた太陽の黒点を観察することができる。

西洋の科学者たちがこの黒点を発見したのは、1611年頃のことであった。しかし中国では、すでに紀元前28年頃から黒点の存在が知られていたし、インカ帝国でも、そして14世紀にはロシアでもこの現象を発見していた。だが、本格的にこの現象の解明に取り組んでから、まだやっと150年ということもあって、いまだに多くの謎が残されている。

黒点に関する発見の中でもっとも興味深いのは、黒点の数が周期的に増減するサイクルが7年から17年の間で、平均すると11年をわずかに上まわる、という点であろう。

黒点の数は、日によってゼロから700個までと、大きなばらつきをみせるが、その理由はわかっていない。想像力の豊かな科学者たちの中には（ノルウェーのK・G・メルダール博士を筆頭に）黒点は惑星の動きが原因で生じるのではないかと考えるものもおり、ジオフリィ・ディーンらは、中でも[illegible]のサイクルと惑星の位置の関連性を科学的に結びつけようと試みたんだが、証明に要する計算があまりに複雑すぎてコンピューターを用いても手に負えず、いまだに仮説を証明するまでには至っていない。

このほかに、地球上の出来事のサイクルと黒点との関連性を追求するものもいた。こちらの方は論拠とした証拠もあるし、仮説としても非常におもしろい。この研究に初めて取り組んだ科学者が、あの有名なアレキサンドル・L・ツイチェフスキー（ロシア・1897～1964）である。

まだ学生であった頃にツイチェフスキーは、人間の歴史を比較研究し、地球上の大事件の多くが太陽の黒点と何らかの関係をもって起こっている、という結論に達した。

彼は、人類を支配する不穏な風潮も太陽に起こる爆発によって盛り上がったり衰退したりすると考えた。また、

▲アレキサンドル・ノイチェフスキー教授

つねに運動を続ける宇宙。そのコズミック・パワーは、人間社会にさまざまな影響を与えている。漸新な視点と豊富なデータから、人類の置かれた現状、そして〝宇宙の科学〟の可能性を分析する。

オカルト研究家
ガイ・プレイフェア
花積容子訳

▶世界各国の専門誌に健筆をふるっている彼も、日本では初お目見え。

1976年のある日のこと、カール・ワレンダという男が、ロンドンの中心部にある通りを横切ろうとしていた。通りを半分ほど進んだところで、彼は立ちどまって逆立ちをした。これを、何百人というロンドンっ子たちが固唾をのんで見つめていたのである。

もっとも、ワレンダが逆立ちしたのが、高いビルの間に張ったロープの上だったのでなければ、それほど注目を浴びることもなかったであろうが。

この男の平衡感覚は確かに素晴らしいものではある。だが、ロープの上の彼をほんのすこしでも押したりしたら、たちまち彼はロープから落ちて地面に叩きつけられてしまうだろう。

ところで、われわれの地球も、このワレンダの姿によく似ているといえよう。地球も微妙な釣り合いの中に存在しているからだ。地球の周りでほんのわずかの変化が起きても、それは重大な、致命的ともいえる災害へとつながっていく。その例をあげてみよう。

ソビエトの天文学者M・I・ブディコの計算によると、太陽の放射熱が1パーセント以上減少すれば、地球は凍結してしまうという。

また、もし月が突然地球に接近しはじめたら、凄まじい津波がおしよせて、オランダやデンマークはもちろん、地球上の大半はすべて水没しになると考えられる。あるいは大気圏上層部の大気が急に希薄になったとすると、巨大な流星や隕石が日に数百万個も地球に降り注ぎ、都市は壊滅的な打撃をうけるであろう。

すこし例をあげてもこれだけのことがいえるのであるから、地球が現在までの長い間、そのバランスを維持してきたことは幸運であったとさえいえる。

地球上で生活しているわれわれは、地球が動いているということを忘れがちである。だが、この宇宙に存在するものは何ひとつとして静止してはいないのだ。

カナダのユーモア作家ステフェン・リーコックは、人間は「馬に飛び乗りあらゆる方向に向かって狂ったように馬を走らせている」と書いている。実際、地球は地軸を中心にして毎時約1700キロメートルで回転し、太陽の周りを毎時10万キロメートル以上の速度で回っている。その上、太陽系そのものも射手座に向かって毎時8万キロメートルで動いているのだ。

われわれはまさしくリーコックのいうように、あらゆる方向に高速で動いている。ただ、この地球という精密なコズミック・マシーンの上でバランスのとれた生活をしているので、地球は静止しているという錯覚を抱いてしまうのである。

宇宙におけるすべての運動は4種

特別寄稿

THE CYCLES OF HEAVEN

人類を支配する宇宙の根源的パワー

と　2種類のY字型プラスチック管を2本1組で使い、ざらざらした管（プラナリアには腹側の感触で違いがわかります）では分かれ道の照明された方が水に通じ、なめらかな管では暗い方の分かれ道が水に通じるようにするのです。こうすれば、正しい道を選ぶための学習は前の実験のときよりずっと難しくなります。

さて、新しいプラナリアのグループにこの2本一組のプラスチック管を使って、前と同じように学習実験を行なったところ、両方の管で水に通じる正しい道を選べるものの割合は約3分の1にしかなりませんでした。しかし、ここが肝心な点なのですが、このグループのプラナリアは何度実験を繰り返しても成績が落ちませんでした。つまり、彼らは決して「飽きる」ことがなかったのです。

前の実験に使われたプラナリアは、後の実験に使われたプラナリアと比べて、何分の1かの努力で水を得ることができました。彼らはあまりにもやすやすと欲しいものを手に入れることを覚えてしまったために、水を捜しにいくよりもむしろ死ぬ方を選ぶような状態におちいってしまったのです。

よく考えてみると、私たち人類も同じような状態にあるとはいえないでしょうか。人類は猛獣の危険やら何やらにおびえる不安な生活を憎むがゆえに、文明を作りあげてきました。しかし、その結果どうなったでしょうか。洞穴の原始人から見たら想像もできないほど豊かで便利な生活を送っている現代人が、犯罪の激発を目の当りにしながら、誰も彼も人生にうんざりしきっています。社会の安全と、居心地よい家と、充分な食物を与えられていながら、深い倦怠感にさいなまれているのです。なんとよく似ているではありませんか、あのあまりにやすやすと水を手に入れることを覚えてしまったプラナリアたちと。現代社会における努力の放棄は、水を捜しにいくのをやめて横になったまま死を待ったプラナリアの場合と同じく、一種の集団自殺といっていいでしょう。

——それであなたは、1人のアウトサイダーとして、現代人に警鐘を鳴らし続けているわけですね。

ウィルソン　そのとおりです。しかし、社会に対して警鐘を鳴らし続ける人間は、いつでも社会からはきらわれます。私もそのために、ここへ退却して仕事を続けることになったわけですが、今までなんとかやってこられたのは、根が陽気で楽観的なたちだったことが幸いしたのでしょう。■

山河宏編訳

▼ガイ・プレイフェアと談笑中のウィルソン。

今の人間にとって最大の問題は、生活が左脳中心になってしまっていることです。それを矯正するためには、自分を完全にリラックスさせることを学ばなければなりません。完全なリラックスは自分自身を左脳中心の自我から解放し、右脳の働きに目覚めた本来あるべき姿に変身させるのです。

これと反対に、緊張は私たちを左脳中心の自我の中に閉じ込めます。そして緊張がひどいほど左脳へのかたよりは大きくなり、自分を不幸だと思う気持も強くなるのです。

私たちはリラックスの度合が大きいほど、外界の真の姿がよくわかるようになり、また自己意識の不思議な変化をよりはっきり認識するようになります。これは自我が脳の中心に移っていくためだと私は考えます。つまり、左右の大脳半球のバランスのとれた働きの上に、真の自己が実現されるのです。

右脳の直観的な意識を意のままにスイッチ・オンできる力を身につけて、左脳中心の自我に閉じ込められた今のみじめな状態から解放されることが、今の人類のとるべき進化のステップだと私は考えています。

新たなる英知の力の必要性

――しかし進化というのは、必ずしも生物に有利な方向をとるとは限らないのではないんですか。

ウイルソン　そう、そのとおりです。それだからこそ、私たちは新たな英知の力を必要としているわけです。

ここで1つ非常におもしろい研究をご紹介しましょう。人類が今置かれている状態について、あるたいせつなことを教えてくれる生物学的な研究です。

それはルーベンシュタインとベストがプラナリアを使って行なった実験で、私はその結果にとても興味をひかれ、『神秘現象』の中でもとりあげました。

プラナリアは非常に原始的な動物（左右相称で長さ10数センチの虫の形をしている）で、ごくごく簡単な神経系しか持っていませんが、いろいろと実験に好都合な性質を持っているため、動物の学習能力の研究によく使われます。ルーベンシュタインとベストは、特別な工夫をほどこしたプラスチックの管に水を満たしてプラナリアを中に入れ、その後で水を抜いてしまいました。

プラナリアは水なしでは生きていけないので、すぐに水を求めて管の中を這いおりはじめました。管はすこし先でふたまたに分かれていて、一方は照明され、他方は暗くされて、照明された方だけが水に通じていました。実験を何回か繰り返すと、大半のプラナリアは、どちらへ行けば水にありつけるかを覚えてしまいました。つまり約65パーセントのプラナリアが照明された方の道を選んで這いおりていくようになったのです。

ところが、同じプラナリアを使ってさらに実験を繰り返すうちに、奇妙なことが起こりました。プラナリアはいったん覚えたことを忘れてしまったかのように、間違った道を選びはじめたのです。そしてさらに実験を続けると、もっと驚くべきことが起こりました。プラナリアはただ横になっているだけで、水を捜しに管を這いおりることをやめてしまったのです。それは、水を捜しにゆくことよりも死ぬ方を選ぶ、といった態度でした。

ルーベンシュタインとベストはすっかり面食らってしまいました――いったいどうしたんだろう？　飽きてしまったんじゃないのかな？　いや、飽きるほどの神経系もないのに、飽きるなんてことあるはずがないよ！

そこで2人は、プラナリアが本当に水を捜しにゆくことに飽きてしまうのかどうかを確かめるために、別の実験法を考え出しました。今度は「内側」をざらざらしたものとなめらかなもの

▼アウトサイダーのよき伴侶、ウィルソン夫人。

それから2人はまた下の世界にもどるのですが、あの階段をおりたとたん、前と同じように上の世界でのできごとをすっかり忘れてしまいます。そしてポケットの中の紙きれを見ても何のことかわからず、丸めて捨ててしまうのです。上の世界にいるときにはあれほどはっきりしていたことが、下の世界にもどるとどうしても思い出すことができない。2人にはそれをどうすることもできないのです。

私たちはみんな、これと同じ状態にあります。深く大きな心の動きの中でつかの間新しい世界に目を開かれても、すぐにそれを忘れてしまう。〝上の世界〟で得た啓示を、〝下の世界〟の日常的な意識ではどうしても思い出すことができないのです。

左脳中心の自我からの解放

――グルジェフのいう自己想起の問題と、よく似ているように思えますか。

ウイルソン　そう、確かにグルジェフがいっていることとよく似ています。とにかく、第一にしなければならないのは、なぜ忘れてしまうのかをはっきりさせることです。そのためには、日ごろから自分の心の働きを細かく観察する習慣をつける必要があります。たとえば、明日これこれのことをするといっておきながら、あとでそれをすっかり忘れていたことにふっと気がつく、というような経験は誰にでもありますが、その場合、自分がいつ「忘れ始め」たのかを、できるだけ細かく調べてみるのです。これを何度も繰り返しているうちに、自分がどんなときに忘れ始めるかがわかってくれば、忘れることを防ぐという目的に向かって第一歩を踏み出したことになります。

しかし、この目的を達成するのは容易なことではありません。私は前に出した『ジェラルド・ソームの性日記』という本の中で、人間は腕時計のゼンマイで動かされているグランドファザークロックのようなものだ、と書きました。これは、脳そのほかすばらしい仕組みを持つ人体の機械装置に比べて、それを動かすべきその力はあまりにも小さい、ということです。この意志の力不足をどうしたらいいのか、それがこの問題の中心課題だといっていいでしょう。

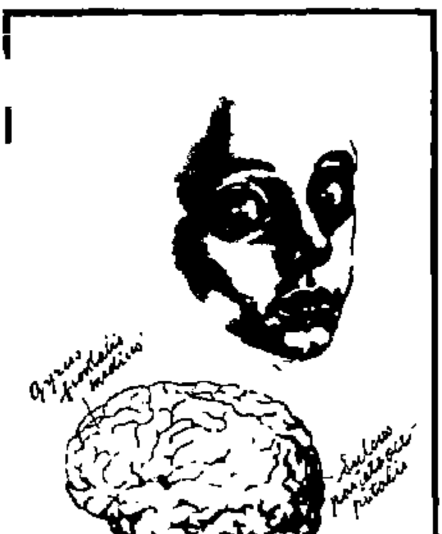
ウイリアム・ブレイク、バーナード・ショー、そしてすべての神秘思想家たちは、私たちの日常的な生活がいかに真実の生活からかけ離れたものであるかを教えています。それでは、あの特異な高揚した意識状態で開ける世界をとりもどすために、私たちはいったいどうすればいいのでしょうか。私は今なおそれを問い続けているのです。

――日常的な意識の世界（つまり〝下の世界〟）と、今おっしゃられた特異な意識の世界（つまり〝上の世界〟）とは、それぞれ左と右の大脳半球に対応すると考えていいのでしょうか。

ウィルソン　私はそう考えています（ライヒについて書いた本や、最近出した『フランケンシュタインの城』という本の中でも、そう書いています）が、科学的に確実な根拠があるわけではありません。私の理解するところでは、スペリーの研究は正常人の頭の中にも2つの人格――あるいは意識――が左右の大脳半球に独立して存在することを示しています。しかし、最近提唱された脳のホログラフィー・モデルによれば、無意識の心も右脳に局在するのではなく、脳の全体に広がっていることになります。ですから、私はこの問題について断定的なことをいうつもりはありません。しかし、左右の大脳半球に別の意識が独立して存在するという考えは、そして右脳が〝上の世界〟に関係しているという考えは、人間の本質について真実をついていると私は信じています。

▶作家生活25年の今、著書は50冊を越える。

いれなくなってしまうのです。
　私が本を出した当時、アウトサイダーという言葉は何か社会に対する反逆者を指すように受けとられ、あらゆる反社会的な人間と同じように見られてしまいました。しかし、私があの本の中でとりあげたのは、社会に対する反逆などよりもずっと大切なことです。あの本の主題は、人生はどうしてうまくいかないのだろうか、という疑問であり、このことを私は今まで繰り返しい続けてきました。
——倦怠とペシミズムが支配する今の世の中を見ていると、確かに人間の一生はどうしてこうもうまくいかないんだろう、と不思議になります。
ウィルソン　簡単にいえば、私たちの生活が全体としてまた個人としてうまくいかないのは、私たちの努力がたりないからです。しかし、そこには人間の特異な進化のプロセスに原因を求めることのできる要素があります。つまり、私たち人間は進化によって特異な力を与えられた脳を武器に、文明をつくりあげてきたわけですが、その過程で脳を特定の半分の部分に極端にかたよって働かせるようになってしまいました。そのため私たちは、もう一方の半分の脳を通じて広がる、より広い、より素晴らしい世界を視野の外に締め出してしまうことになり、これが生活を根本からおかしくしていると考えられるのです。
　それでは、そのより素晴らしい世界に目を開くためには、いったいどうしたらいいのでしょうか。ここで考えていただきたいのは、何か大きな危機に直面したとき、私たちは人生の限りない素晴らしさを突然、悟るということです。つまり、せっぱつまった非日常的なできごとの中で、それまで隠されていた真実に向かってまったく新しい目が開かれるのです。しかし、この目はふだんはしっかり閉じられているうえ、私たちはその目で見たことをすぐ忘れてしまう……そこが問題なのです。
　この状態を比喩的にとらえるのにぴったりの小説があります。それはデイビッド・リンゼイの『憑かれた女』という小説であらすじはこうです。



ある女が売りに出ていた家を見にいき、家主の男と親しくなりました。といって互いに引きつけられたというのではなく、またその必然性もありませんでした。男は中年で、女の方は別の男と結婚する約束をしていたのです。
　その家を買って引越してきた女は、部屋のすみに不思議な階段を見つけます。その階段をのぼると、上は何世紀も前の家の中で、窓から見える景色も今とはまるで違うのです。
　一方、家主の男の方も離れたところで、別の不思議な階段を見つけ、それをのぼって同じ何世紀も前の家の中に入ります。そして、2人は顔を合わせたとたん、自分たちの心が結ばれていることを悟ります。恋に落ちる必要もありません。そんなことをしなくても、2人には互いが互いのものであることが、はっきりわかるのです。
　ところが、下におりてもとの世界にもどると、2人は上の世界で経験したことをすっかり忘れてしまいます。
　それからしばらくして、2人はまた不思議な階段をのぼって上の世界で顔を合わせます。そして、こんなにたいせつなことをやすやすと忘れてしまうことにショックを受けます。
　なんとかしなければと考えた末、2人は自分たちの心が互いに結びつけられていることを紙きれに書いて、ポケットに入れます。

BIG INTERVIEW

現代イギリス最高の知性コリン・ウィルソンに聞く

聞き手:
デニス・ステーシー
（本誌特派員）

あいついだ。彼らは自分が初め『アウトサイダー』の著者に寄せた賛辞を、争って取り消そうと努めたものだ。

このように最初の2冊の本に対する世間の風当たりは強かったが、ウィルソンはとにかくこれらの本によって富を得た。少なくとも コーンウォールの海岸を見晴らすイングランド南西部のいなかに小さな家をたて、本やら資料やらに埋もれて作家生活を続けていけるだけの金を手にすることはできた。

ウィルソンは批評家たちの言葉にはとんじゃくなくペンの仕事にはげみ、作家生活25年の今、著作は50冊を越える。その中には「アウトサイダー・サイクル」の7冊の本を始め、SFでは『精神寄生体』、犯罪小説では『殺人百科』、伝記では『バーナード・ショー』などがあり、超常現象をあつかったものとしては『オカルト』や『[illegible]』が有名である。

新しいものでは、『ウィルヘルム・ライヒの探求』が先ごろアメリカで出版された。いちばん新しいのは『フランケンシュタインの城（右脳——英知への戸口）』だが、これは今のところイギリスでしか手に入らない。ウィルソンの本はほとんどが日本語、アラビア語、ヨーロッパ各国語に翻訳され、世界中で広く読まれている。

私がコーンウォールの家を訪れたとき、ウィルソンはロシアの怪僧グレゴリー・ラスプーチンを主人公にした小説を、たった6週間で書きあげたばかりのところだったが、もうポルターガイストに関する大きな本の仕事に取り組んでいた。

ウィルソンはイギリスのテレビやラジオにちょいちょい顔を出しており、現在BBCテレビと、シリーズ物で登場する小説『ルルー』の執筆契約も結んでいる。また小説を映画化する話もあり、少なくともSFの『宇宙ヴァンパイア』については、すでに交渉が始められている。

"上の世界"と"下の世界"

——25年前にあなたをいちやく有名作家に仲間入りさせた最初の著作『アウトサイダー』は、何を主題にしているのでしょうか。

ウィルソン　私のいうアウトサイダーとは、基本的には、ほかの人たちには見えない真理を直観的につかんでしまう人間を指しています。本当のアウトサイダーとはブレイクとかキルケゴールのような人たちのことで、人生をあまりに深く見てしまったために、時流とはまったく相

処女作『アウトサイダー』で全世界に衝撃を与えた、英国の独創的な思想家コリン・ウィルソンが本誌のインタビューに応じ、人類が今のみじめな状態から解放されるためにとるべき道を力説する。

今から25年前の1956年、コリン・ウィルソンは最初の著書『アウトサイダー』によって、いちやく時代の寵児となった。マスコミは、文学界の話題をさらったこの本の著者が、大学にいったことのないまだ25歳のイギリス青年で、皿洗いをしながら暮らしていることを熱っぽく書き立てた。若きウィルソンは、パブやコーヒー・ショップのはんぱ仕事でぎりぎりの生活を支え、夜はハムステッドヒースで寝袋にくるまって過ごしながら、大英博物館の閲覧室でこの本を書きあげたのである。

『アウトサイダー』の成功はウィルソンの生活を一変させた。彼の名前はロンドン中で話題にのぼるようになった。しかし、そのとりあげかたは必ずしも好意的なものではなかった。彼は同世代の何人かの作家と一緒に、マスコミのいうイギリスの"怒れる若者たち"の仲間だとレッテルをはられてしまったのだ。しかし、これから紹介するインタビューの中で彼自身が明らかにしているように『アウトサイダー』は不満に溢れた未熟な若者の単なる社会批判などではない。それは現代の実存主義や実証主義に対する痛烈な批判であり、ある意味では宗教を真に個人の内奥にかかわるものに矯正しようという試みでもあった。

しかし、こうした誤解はまだいいほうだった。ウィルソンが次に出した本、『宗教と反抗人』に対する批判家の反発はすさまじく、悪意に満ちた個人攻撃が

な変化を来していることに気がついた。またその報告内容が、UFOの知識のない小学生に書いてもらった「空想の」UFO事件や、実際にそういう体験がなくUFOに関する知識もほとんどないいろいろな年齢の人々に催眠術をかけて偽のアブダクション・ケースを話してもらったものの内容と似ていることに注目。さらにLSDなどの幻覚に現われたものとUFO事件に出現したUFOやその搭乗者たちの姿との間に多くの類似点があることを発見した。

そしてこれらは、人間の胎児期のいろいろなもの（胎盤や臍帯〈その緒〉、それに胎児自身）などに似ているという。

さらにアブダクション・ケースのシチュエイションや、最近話題のNDE（近似死体験――仮死的に一度死んでまた生き返った人が死後の世界を体験したという報告）が、人間の誕生のときのシチュエイションに似ていることにも気がついた。

そこで博士は、アブダクション・ケースやNDEは本当にUFOにさらわれたり死後の世界を体験したのではなく、実は人間の一種の幻想――とりわけフロイト派の心理学者オットー・ランクが注目した出産外傷（誕生時の体験が心のキズとなったもの）によるものではないかと考えるのである。

そして、そういうシチュエイションに合致する事例を除いていくことにより、真のUFO事件の研究にもっと力を注ぐことができるのではないか、というのである。

■ランク派の影響

スライド上映後、出席者との質疑応答があった。そのいくつかの概略を紹介しておこう。

――UFO搭乗者が胎児の姿に似ているのも胎児の記憶によるとしているが、胎児は自分の顔を見ることができないのではないか。

ローソン　直接見ることはできなくても、身体の感じとして認識していると考えられる。

――すべてのアブダクション・ケースをそう解釈するのか。

ローソン　自分も出生外傷に関係がないと思われる事例を捜しているが、現在のところ1つも発見できていない。

――ユングの普遍的無意識説に似ているところがあると思うが、それとの関係は？

ローソン　それにも関係があるとは思うが、むしろランク派の人の説の影響が強い。その説がヒントになった。

質疑応答の後は自由討論となり、10時終了予定が結局30分ほど延長されて散会。こうして実り多い一夜は幕を閉じたのである。

レポート／志水一夫■

◆ローソン博士の横顔

アルビン・ヒューストン・ローソン博士は、1929年の10月11日生まれ。1980年現在、カリフォルニア州立大学[illegible]学部で英語学教授の職にあり、ナサニエル・ホーソン[illegible]および[illegible]。

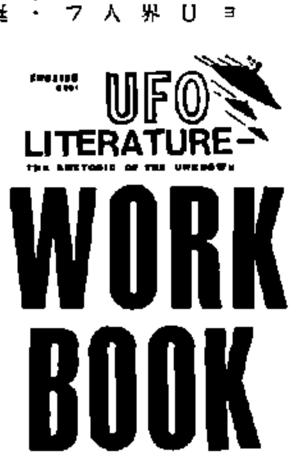
1976年から[illegible]の[illegible]に「UFO文献――未知なるものの修辞学」という講義を同大学で持っている。これはUFO事件を修辞学的に研究してみようというもので、コンドン博士やフリードマン博士らの文献を実際に用いて、民衆の不安などを分析したりもしている。

また1975年以来、24時間態勢のUFOホット・ライン「オレンジ郡UFO報告センター」を主宰し、当該地域のUFO情報の収集に力を注いでいる。

1977年以降、[illegible]のウィリアム・C・マッコール博士および[illegible]でUFO研究家のアンドルー・ディヘーラ[illegible]と共に催眠法を用いたUFO事件の研究を続け、最近ではアブダクション・ケースに対する独特の解釈で知られるようになっている。

UFO関係の著書としては、大学での講義の教科書「UFOワークブック」の他、自費出版の[illegible]「古典的UFO事例集1[illegible]」[illegible]ポイアナイ」と「[illegible]」とがある。[illegible]会員であるUFONやCUFOSの会議録や「セカンド・ルック」誌などに多くの論文を寄稿している。今年の11-12月号の「サイエンス・ダイジェスト」誌には、博士の最新の論文が掲載される予定であるという。また、本誌次号には博士の論文「異星人のルーツ」が掲載されることになっている。

▶CSULB・UFO講座テキスト



アルビン・ローソン博士来日

カリフォルニア州立大学のUFO教授

アメリカの大学でUFOを講義している異色教授、アルビン・ローソン博士が先ごろ来日。日本の研究家との会合で、アブダクション・ケースのユニークな解釈を披露した。

去る8月12日、カリフォルニア州立大学教授、アルヴィン・H・ローソン博士が来日。14日には、東京五反田のUFOライブラリーを訪ね、日本のUFO研究家諸氏と歓談のひとときを過ごした。今回博士は観光旅行として日本へ来たものだが、その間に、各地のUFO研究者と交流を持つよう予定を組んでおり、UFOライブラリー訪問もその一環として行なわれた。

博士が本誌編集部の内野記者の案内で夫人および通訳女史、と共に、ライブラリー館長の荒井欣一氏始め10人ほどの研究家が待ちうける会場に到着したのは、午後7時前のこと。間もなく、遅れたメンバーもそろい、7時15分頃、このミニ・レセプションの開幕となった。

■独特のUFO論

まずはジュースで乾杯。その後、荒井氏が歓迎のあいさつと「UFOライブラリー」およびその前身である「日本空飛ぶ円盤研究会」の簡単な紹介を、英語で行なった。

ついでローソン博士の返礼のスピーチがあった。それによると、博士は来日前に、すでに来日した経験のあるハイネック博士やハワイ大学のスイフト教授などに問い合わせたところ、良心的研究家として荒井氏を紹介されたのだそうだ。

次に他の出席者の自己紹介が行なわれたが、南山宏氏は著書を持参。しかも主なところに自ら英訳したメモをはさみ込んであるという丁寧さで、これには博士も大喜びだった。

通り自己紹介が終わった後、約1時間にわたり、博士が持参したスライドの上映が行なわれた。

このスライドは博士がこれまで発表してきた論文のエッセンスをまとめたもので、内容はおよそ次のようなものである。

博士はまず、ここ5～6年に報告を受けた30件ほどのアブダクション・ケース（人間がUFOに誘拐されたという事件）の報告者が、事件以来人格に大き

▲荒井氏に、持参した資料の説明をするローソン博士。

興味深い着陸痕の放射能調査と方法

アメリカ海軍士官であり、核兵器操作の訓練も受けたことのあるトーマス・P・デューレイ（UFO研究基金の幹部でもある）は、UFO着陸跡の痕跡と思われる放射能の調査とその適切な方法について講演を行なった。

彼は、UFOが、原子力をその推進力として用いていると考えられる理由がないことを強調した。着陸跡が放射能を帯びる原因は、ほかにも数多くありうる、というのが彼の論点である。たとえ放射能が検出されたとしても、それだけでは、UFOが宇宙からやって来たことの証明にはなりえないとも述べた。

もし、UFOが、その技術方式の副産物として放射能を出すとすれば、それは、いくつかの形態をとりうることが考えられる。ここで彼は、着陸跡から放射されている放射能の形態を判別し、そしてたぶん、問題となっている特殊な痕跡の放射能の本質を判断するのに役立つと思われる、適当な調査技術のいくつかについて説明を行なった。検知された放射能の性質がわかれば、それが、ガンマ線なのかベータ線なのか、あるいはまた、極超短波であるのかを、どんな物理的環境のもとでいつ探知されたかによって識別が可能であると述べた。

▲演壇にはヒューマノイドの模型などが陳列された。

次に発言したノースカロライナ州オクスフォードのバーナード・ハウゲンは、化学者および微生物学者としての訓練を受け、航宙学のみならず、化石燃料に代替すべきエネルギー源に関する研究にたずさわってきた経験の持ち主である。

彼は、UFO報告を分析した結果、その一部分は、いくつかの視点から見て、空気力学的物体としてふるまう、航空機に似た装置であるという考えに至った。またあるものは、おそらく地球の大気圏内を飛行するように特別に設計されたロケット推進装置を用いているように見受けられると述べた。

さらにハウゲンは、次の重要な点を指摘した。すなわち、物体が一見、円くて平らな形態をしているかのように見えたが、のちに、より接近したり、異なった角度から観察すると、これとは違った形態を示した事例を引きあいに出し、UFOを、ただ1つの次元からのみ見ようとする態度は誤りであると強調した。

ノースカロライナ、そのほかの東海岸諸州でのUFO研究者の草分けであるジョージ・フォーセットは、過去30年間にわたるUFO問題を回顧し、具体的事例の歴史とその写真について意見を述べた。

[illegible]療法家のルート・フォーフォノクスは、義理の父親と一緒にオハイオ炭山地帯で働いていた1950年の夏に目撃した土星型UFOについての個人的報告を行なった。

このほか、2人の発言者が、人類と自然との関係から見て、UFOが、将来、どのような意義を持つものであるか、その視点を説明し検討した。

ウェーク・フォレスト大学で自己実現講座を担当している臨床催眠術師のサム・シェィコブソンは、UFOは、科学が現実性の本質について正確な認識を持っていない証拠であると考えると述べた。

また、形而上学と禅の研究を行なっている学生、リピー・コノクチアレラは、同じように、われわれの物理学的モデルが、宇宙を正しく把握していないのではないかとの疑問を提起した。

大会当日、大学の講義室に似た会場の講堂の壁の一面には、UFO関係の書籍のブック・カバーやその他の記録文献、講演者たちの写真、経歴などが貼り出されていた。演壇の前に置かれたテーブルの上には、この会議の組織者の1人であるゲイル・ニクブライトがつくったヒューマノイドの頭部を含む陳列物が展示されていた。1958年ブラジルで発生した農民強制拉致事件の被害者の描写に基づいて製作された頭部と、8センチほどの像も展示されていた。この強制拉致者の模型は、今回の会議の発言者の1人、ウエイン・ラポートによってつくられたものだった。

ラポートは、自宅近くを走る磁気断層付近で発生した数多くのUFO目撃報告について紹介をした。彼のUFOに関する論文のいくつかは、アメリカでも広く出版されている。

重平秋雄訳 ■

▲会場に貼られた会議場のポスター。

さらに、問題の遭遇発生時とまったく同時刻に、説明不能の緑色光点を視認したという15名の目撃者も発見された。また、遭遇20分前に水中から出現した1個の物体の写真が、目下分析中であるという事実も、ノーマンによって明らかにされた。

記録文書作成チーム結成は緊急課題

ヘンリー・モートンは、UFOの推進原理についての考察を発表した。彼は、ノースカロライナ州ウエイズボロのエレクトロニクス機器設計製作専門会社であるセレクトロニクス社の社長である。

モートンは、UFOの推進力を、反磁気（地球の周囲および宇宙空間の磁場に反発して飛行機械を推進させる、磁力とは"反対"のある種の力）であるという可能性を示唆した。同時に彼は、磁力を推進力として用いることのできるUFOの略図を示し、そして、この方式なら、UFO目撃報告が伝えている妨害現象や、そのほかの電磁波を輻射すると指摘した。彼の仮説的飛行機は、また、よく報告されている輝きや、光のパターン、オゾンの臭いなどのUFO効果を説明できるものであった。

ついで本稿の筆者が"UFOの記録作成"に関して講演を行なった。科学者やそのほかの重要な社会層に対して、UFO問題に真剣に取り組むよう、またその本質と意味を探る諸研究を積極的に支持するよう説明するためにも、UFO諸事例に関する綿密な調査に基づく記録文書をまとめ上げる必要性について論じた。

また私は、一般に公表されたアメリカ中央情報局（CIA）のUFO関係文書を分析し、なぜ、この政府機関がファイルのもっとも重要なものについて機密解除をしていないと確信しているかという私の考えについて説明した。

結論として私は、現存のすべてのUFO研究グループから人材を引き抜き、すぐれた記録文書作成チームをつくることを提唱した。このグループに、次の5つの領域に関するあらゆる情報や記録の収集にあたらせるというのが私の案である。

●物理的痕跡と技術的製作物（物理学的分析をしたもの）
●医学的／生理学的証拠
●機器捕捉事例（レーダー、写真、電磁輻射）
●秘匿事例（著名人による、報告されていない目撃事例、CIA記録のような歴史的文書）
●強制拉致報告

私は、この講演のなかで、レオナード・ストリングフィールドを精力的に弁護した。彼に対する非難が、現在、オハイオ州の無知な裏切りユーフォロジストたちによって、アメリカだけでなく、諸外国にまで流布されている。彼らの愚かで利己的な攻撃は、真剣で客観的に行なわれている多くのUFO研究に損害を与えている。

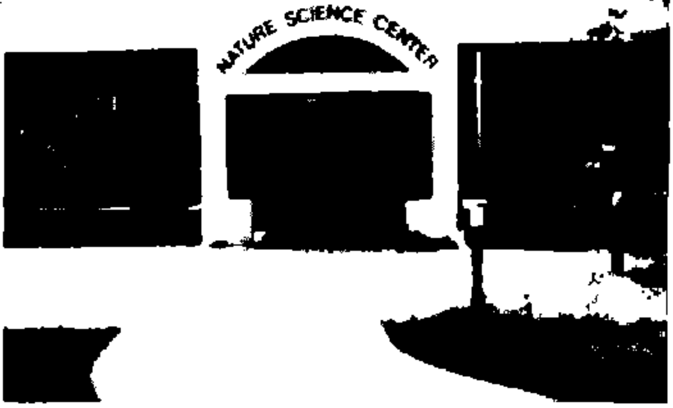
▲講演も行なった筆者のリチャード・ホール。

私は、ストリングフィールドと共に調査を行なったいくつかの"墜落ノリーサー"や、回収事例についての再検討を行なった。とくに、私自身が、目撃者本人に直接会って、個人的に質問をしたある事例については詳しく述べた。この目撃者については、まったく問題点はみあたらなかった。

さらに、私の4人の兄弟のうちの1人が関係していたいまひとつの事例では、ほかの直接目撃者をも見つけることができた。彼は、立派な科学者であり、アメリカ政府機関のために、2ヵ所以上のUFO墜落現場の調査にあたったことがあると言明していた。このように、センセーション気違いやうすら馬鹿ではなく、専門分野できちんとした定評のある人々が証言を行なっているのである。

ほか、取材のため各地から集まった多くの報道関係者が出席した。

この集会は、ターヒルのUFO研究グループの後援で開かれたが、討論された命題は広い範囲にわたり、非常に画期的な大会内容となった。とくに、UFOの現実的諸特質に関するコンピューターを用いての多角で豊富な研究成果や、各講演者たちが語った経験と知識の広さなどは目を見はらせるものがあった。また、アメリカの大手UFO研究団体すべてから代表が参集したということも特筆しておかなければならないだろう。



▲会議の会場となった自然科学センター。

UFO事件の最新情報も報告された

今大会では、最初の講演者として、UFO研究センターの前主任研究員アラン・ヘンドリーが予定されていた。しかし、ヘンドリーが病気のため、当日はヘンドリーの講演を収録したテープが、MUFONノースカロライナ州支部長であるヘンリー・モートンによって提出された。

講演の内容は、UFO研究にマイクロ・コンピューターを利用する際のプログラミングに関するものであった。

ヘンドリーは、ノースカロライナおよびその周辺各州の情況を把握する、UFOMAPというコンピュータープログラムを組立てていた。それは、空港、軍事基地、科学技術ステーションなどの戦略的施設の位置が1つの地図上に示され、目撃の発生した場所のもっとも近くに居住するUFO研究者の確認と、その資格を同時に示すことができるというものであった。

ヘンドリーはこのほかにも、UFO目撃発生地帯のカタログや、確認飛行物体(IFO)の指標などのプログラムもあわせて提示した。

ジョージア州アトランタ近郊のノークロスからこの大会に参加した物理学者のウイリアム・スミス博士は、1980年6月14日に、アルゼンチンとブラジルの上空で発生した異常空中現象に関する分析を、写真と図を用いて説明した。1個の大きな白色のフープ型(中心がからになっているもの)の物体が、アルゼンチンとブラジルの両国にまたがるコースをとって、連続的に移動し、数百名の人々によって目撃された事件である。

初めは、同じ6月中旬に予定されていたアメリカの"プロジェクト・ファイアフライ(ほたる)"と呼ばれる、NASAの実験が、この異常現象の正体ではないかと思われていた。しかし、スミス博士が確認したところによれば、"プロジェクト・ファイアフライ"の実験は中止されており、このほかには満足な説明がなしうると考えられる実験飛行の記録もなかった。

ラテン系出身であるスミス博士は、UFO研究センターの顧問として、スペイン語の資料の翻訳の任にもあたっており、今回の講演では、問題の6月14日の事件に関するオリジナルスケッチ、写真、スペイン語系の目撃者の証言などを披露した。

次にオーストラリアのバス海峡上空で起こったパイロット行方不明事件に関する最新情報が、オーストラリアのビクトリアからやって来たポール・ノーマンによって提出された。パイロットのフレデリック・バレンティッチが、「搭乗機のすぐそばに1個のUFOが滞空し、あちらこちら飛びまわっている」という無線電話による報告を送信したのち、飛行機もろとも跡かたもなく消滅してしまったという事件のことである。

ノーマンの報告によれば、オーストラリア政府は、問題のパイロットと管制塔との交信を記録したテープ全体の公開を、ごく一部分については認めたものの、その他はかたくなに拒否していた。

公開が認められた部分というのは、パイロットの父親が聞いた部分のコピーと称するものだったが、このコピーテープを聞いたパイロットの父親は、テープがつくりかえられている、と証言しているという。また、調査にあたった人々は、問題のパイロットが正確なコースを飛んでいたことを立証する、いく人かの目撃者たちをも見つけ出していた。(それまでは、パイロットが飛行コースを誤って、あわてたものと推測されていた)

現地レポート／MUFONノースカロライナ会議

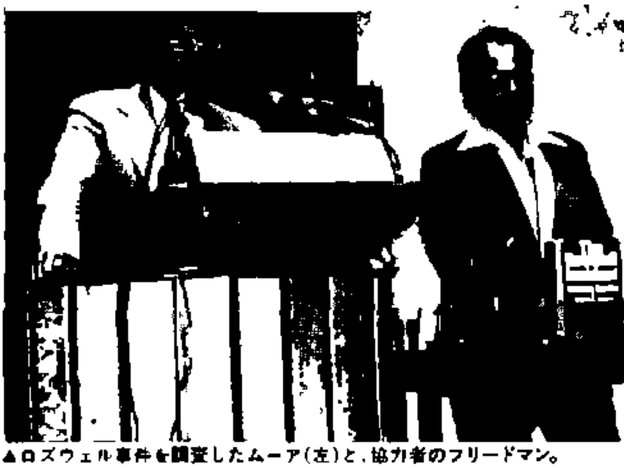
UFO問題の本質を多次元的に討議

MUFON・UFOジャーナル編集長　リチャード・ホール

▲(上)司会者レイ・レイン。(下)左から、アメリカ海軍士官トーマス・デューレイ、MUFONのゲイル・マクブライド、エレクトロニクスの専門家ヘンリー・モートン。

今、全米で一番活動的なUFO研究団体MUFON。その主催による6月下旬のノースカロライナ会議は、予想にたがわず充実した内容となった。自らも講演を行なったリチャード・ホールからの現地レポート。

MUFON（相互UFOネットワーク）の第5回ノースカロライナ年次大会が、6月20日から21日にかけて、ノースカロライナ州ウィンストンのセーラムにある自然科学センターで開催された。大会には約100名の参加者の



▲ロズウェル事件を調査したムーア(左)と、協力者のフリードマン。

て、UFO研究のための資金不足も、一般大衆の目からUFOの証拠を隠す重要な要因になっている。

米海軍に勤務する物理学者で、UFO研究基金の会長でもあるブルース・マカビー博士の話は、この資金問題の重要性をシンポジウムの聴衆に得心させた。

UFO研究基金は理事会から構成されており、毎年提出されるUFOに関する研究計画を審査し、基準に合格したものに資金を提供している。場合によっては、過去のすぐれた業績に対して資金を提供することもある。

しかし、UFO研究基金が存在するからといって、無限の資金があるわけではない。マカビー博士はこう語り、一般大衆に同基金への寄付を訴えかけた。

南アフリカで起きたドラマチックな事件

UFO情報が埋もれてしまうもうひとつの原因については、アフリカのジンバブウェ代表、シンシア・ハインド女史が講演した。ヨーロッパやアジアの諸国とちがい、こうした国の人々はUFO現象に詳しくない。しかも教育水準の問題もあり、UFOの調査に専念できるだけの資格を持つ人々をなかなか見つけにくいのである。

にもかかわらず、ハインド女史は、欧米やアジアの研究者がうらやむような、ドラマチックな事件を発掘している。

たとえば、1978年10月2日、南アフリカのデスパッチで4人のティーンエージャーが目撃した事件は、物理的痕跡をともなうUFO着陸とみられるものである。

その日の放課後、4人は母親の迎えを待っていた。[illegible]少年のうちの1人が、谷の向こうの丘の中腹に茂っているヤブの中から銀色の物体が突き出ているのを発見した。別の少年も、その物体の西方280メートルほどのところに銀色の服を着た2人の人影を認めた。彼らは丘の中腹に向かい、スーツケースらしきものを携えた3番目の人物と合流した。

彼らの歩き方はなんとも奇妙で、ひざから下しか動かさず、しかもそれをヒレのように動かしていたという。

この目撃事件は、事件から10日ほどたって、ようやく報告された。少年の1人の父親が彼らに、UFOには関わるなと忠告したためである。

ハインド女史は、地元の有志の協力を得て、UFOの着陸現場へ調査におもむいた。ヤブが2メートル以上も生い茂り、山刀で道を切り開かなければならなかったという。UFOが着陸したと思われる場所は、ヤブがペシャンコになっていた。長径18メートル、短径6メートルの楕円形をしていた。その痕跡の外側に、3つから4つの小さなくぼみの集まったようなマークが全部で9つ発見された。

事件後16日もたっていたので断言はできないが、少年たちのイタズラとは考えられないという。4人が協力したとしても、これだけの痕跡を残すのは不可能だからである。

今回のシンポジウムでは、最後に、以前から絶えず討議の的となっていた墜落円盤がテーマに取り上げられた。これは米政府が墜落した円盤をひそかに回収し、その乗員の死体も冷凍保存しているという噂に関するものである。

この種の噂は以前からささやかれていたが、一般の人々があらためて関心を持つようになったのは、チャールズ・バーリッツとウィリアム・ムーアの共著『ニューメキシコに墜ちた宇宙船』が出版されたためである。

今回のシンポジウムの締めくくりとして、著者の1人、ウィリアム・ムーアと、事件調査の影の協力者で、本誌でもおなじみのスタントン・フリードマンが壇上に立ち、「ロズウェル事件、宇宙版ウォーターゲート事件の始まり」と題する講演を行なった。

2人にいわせると、この事件に端を発した宇宙版ウォーターゲート、すなわち政府の隠蔽政策はいまだに継続しているという。もちろん、米空軍当局は墜落円盤など隠してはいないと否定を続けている（[illegible]ロズウェル事件を隠蔽するために行なったトリックについては、本誌1981年6月に掲載された、スタントン・フリードマンへのインタビューを参照）。

フリードマンとムーアの講演をクライマックスに、第12回全米UFOシンポジウムは幕を閉じた。

スペースの都合で紹介できなかったが、このほかにも多数の分科会が開かれ、キャトル・ミューティレーションや接近遭遇と調査者の倫理などが論議された。また25日の夜の、パネルディスカッションも大成功だった。■

中村省三訳

MUFON 12TH ANNUAL SYMPOSIUM

は自分の体験を聴衆に向かって簡単に説明した後、会場からの質問に答えた。質問のほとんどは、彼女が自分の体験にキリスト教的な解釈をほどこしていることに関するものだった。

ベティ夫人の体験には、公表されていない事柄がまだまだ数多くあり、UFO研究者のレイモンド・ファウラーは目下この事件に関する2冊目の著作を執筆中である。

法廷でも充分に適用するUFO実在の証拠

ニューヨークの弁護士ピーター・ガースティンは、真剣さとユーモアを織り混ぜた独特の語り口で、聴衆の心を完全に魅了した。

ガースティンはMUFONの法律顧問だが、1977年にGSW（グラウンド・ソーサー・ウォッチ）という研究団体がCIAを相手どって起こした訴訟で活躍し、たちまち有名になった。この訴訟の結果、CIAの膨大な機密UFO文書が公開されたことは記憶に新しい。

「これまでの4年間に、CIAを始めとして、米国務省、陸・海・空軍、FBI、NSA（国家安全保障局）、DIA（国防情報局）のUFO機密文書を公表させることに成功しました。すべてあわせると、3000ページにものぼります」

ガースティンによると、これらの文書は、UFOに関する米政府の公式方針と真っ向から対立するものだという。米政府はUFOが知的存在によって操縦されている証拠はないし、国家の安全に脅威を及ぼすものとは考えられないと表明してきたのである。

「私は刑事弁護士です。証拠とはどんなものか、充分に承知しています。もしこのUFO文書を法廷に提出したら、UFOが実在し、そのうちのあるものは未知の空中物体だということを立証してあまりあるでしょう。私は、自分の訴訟事件の証拠として、この政府文書をフルに活用するつもりです」

ガースティンは、スライドを上映しながら、数多くの具体的事例を聴衆に示した。そのうちのいくつかを紹介しよう。

(A) 1973年9月8日付け米国防省の「重大事件報告」。ジョージア州のハンターにある陸軍の飛行場で、2人の警官がUFOを目撃。怪物体は地上間近く高度を変えながら、ゆっくりスピードで飛行した。直径10～20メートルの楕円形をした物体で、青、白、コハク色のまぶしい光を放っていたという。

(B) 1976年1月21日付け米国防司令センターの覚え書き。ニューメキシコ州キャノン空軍基地の一区画で、2人の保安将校がUFOを目撃したという報告で、「直径23メートル程度、金色もしくは銀色をしており、中央部に穴があいていて、上部に青いライト、底部に赤いライトをともしていた」。

ガースティンは聴衆に向かってこう問いかけた。

「直径が23メートルもある空飛ぶドーナツですよ。こんなものが、現代の科学技術で可能だと思いますか」

さらにまた、彼は、米政府が国防上の見地からもUFOに関心を持っていると断言して、いくつかの証拠を披露した。政府関係者が、もし自分たちの保管している文書に目を通したのなら、UFOが地球の科学技術を上回る存在で、アメリカの国防に対する潜在的脅威となる存在だ、と考えるのが当然だというのである。

「はっきりしているのは、米政府がいまだにUFO情報を一般大衆の目から隠しているということです。私はこの秘密政策に反対します。国民には知る権利があるのです」

これまで、UFOの証拠がさまざまな形で隠されているという事実をみてきた。政府の秘密政策、科学者の無関心、そして体験者の記憶を奪うUFO現象自体の特質である。これに加え

▲米政府のUFO隠蔽政策を暴露したガースティン弁護士。
◀アフリカのUFO情報を発表するシンシア・ハインド女史。

MUFON 12TH ANNUAL SYMPOSIUM

◀異星人に誘拐された体験を、スライドを使って講演したアンドレアソン夫人。

た全米UFOシンポジウムは、その具体的な成果である。

UFO研究基金の秘書をつとめているトーマス・デューリイは、私にこう話しかけた。

「名前が知れわたっているということならハイネック博士と彼の主宰するUFO研究センターが一番だ。資金が潤沢という点では、私たちの団体だろう。でも、こと調査者にかけては、MUFONが最大の数を擁しているね」

さて、シンポジウム2日目も400人を超す聴衆が会場に詰めかけ、期待に満ちた面持ちで講演者を待ちうけていた。トップバッターは誘拐体験者のベティ・アンドレアソン夫人である。スライドを用いた講演のため会場は前日のクレスギ・オーディトリウムから、MIT本館内のやや小さな講堂に変更された。

アンドレアソン夫人の体験については、本誌1979年7月号に掲載したインタビューや、レイモンド ファウラーの著書「外宇宙からの帰還」で、日本の読者にもよく知られていることと思う。念のため、いちおう事件のあらましを紹介しておくことにしよう。

マサチューセッツ州の田舎町に住むベティ・アンドレアソン夫人は、今から14年前、信じられないような体験をした。その晩、彼女が台所で片づけものをしていると、突然電灯がまたたきはじめ、パッと消えてしまったのである。そして、窓から奇妙なピンクの光がさしこみ、脈動して部屋中に溢れた。と思う間もなく、変な小人が5人、ポーチのドアを透過して室内に入ってきた。

クアズガと名乗るリーダーはテレパシーでベティ夫人に話しかけ、地球人類の救済のために彼女の協力が必要だから、一緒に来てほしいと頼んだ。

信心深いベティ夫人は彼らを天使だと思い、家の外に着陸していたUFOに乗り込んだ。彼女は身体検査をされた後、不思議なトンネルや通路を通って、奇怪な目玉猿がいる赤の世界、魚のような鳥がいる緑の世界へ連れていかれた。

ベティ夫人は、緑の世界で都市のようなものを目撃する。そして、巨大な鳥が自ら燃え尽きるのを見守っていると、どこからともなく不思議な声が語りかけてきた。彼女は神の声を聞いたと思って感涙にむせぶ。

やがて、彼女はまた移動通路を通ってUFOに戻り、自宅に連れ戻された。クアズガは夫人に、その夜の記憶はいったん忘れるが、必要な時が来たら思い出せるようにプログラムされていると教えた。

この事件から10年近くたってベティ夫人はやっとUFO研究家たちの本格的調査を受け、逆行催眠によって不思議な体験を語ることになる。

壇上に立ったベティ夫人は、魅力的な中年女性だった。彼女

▶アンドレアソン夫人の現在の夫(左)と、事件を調査したR・ファウラー。

写真上・UFO着陸痕の研究で有名なテッド・フィリップス。写真下右・UFOによる誘拐の体験者を5つのタイプに分類したバッド・ホプキンス。彼は不可視の誘拐体験を強調した。写真下左・ホプキンスの研究に協力したクラマー女史。

5つのタイプに分類している。

第1のタイプは、ホプキンスにいわせると、氷山の一角にすぎないという。これは、誘拐体験者が事件の一部始終を思い出せるものである。たとえば、ブラジルのビラス＝ボアス事件、ミシシッピー州のパスカグーラ事件、アリゾナ州のトラビス・ウォルトン事件などが、このタイプに該当する。

この場合、誘拐体験者が意識を失った期間がすこしぐらいあってもよい。要はUFO内に連れ込まれ、UFO乗員に身体検査などをされたと、逆行催眠を受けなくても思い出せるということである。

2番目のタイプは、ヒル夫妻事件を典型とするもので、UFとヒューマノイドを目撃したことは覚えているが、それ以後の出来事は思い出せない。逆行催眠を受けて初めて、自分が誘拐体験者だとわかるのである。

3番目のタイプは、超常現象の一種「寝室への訪問者」体験とよく似ている。これは、眠っているとき奇妙な人物や生物が忍び込んでくるというもので、まるで夢や幻覚を体験しているように感じるものである。アンドレアソン夫人の体験が、このタイプの好例だろう。

これが第4のタイプとなると誘拐体験者は知らぬ間に時間が経過していたとか、思いがけない場所にいたということに気づくだけで、UFOすら目撃していない。逆行催眠を受けないかぎり、UFOによって誘拐されたという事実は表面に浮かび上がってこない。シュティ・ケンドール事件（本誌1979年9月号既報）が、この第4のタイプに該当する。

5番目のタイプは、まさに不可視の誘拐体験で、体験者はぼんやりした、つかの間の印象を持つだけである。UFOが関係しているという証拠は、まったく無いに等しい。

ホプキンスは『失われた時間』の中で、この第5のタイプの事例を扱っている。体験者は不快な夢を見たり、なんとも説明のつかないケガをしていたり、特定の場所にいいしれぬ恐怖を感じたりするという。だが、ほとんどの場合は、自分の身に何かが起きたという漠然とした感情を抱くだけである。

「これまで、誘拐体験というのはUFO現象の中で最も奇怪なもので、まれにしか起こらないと考えられていました。しかしどうもそうではなさそうです。もしかすると、UFO目撃と同じくらい多数の誘拐事件が発生しているのかもしれません。こう想像すると、ぞっとするではないですか」

続いて、ホプキンスの研究に協力した心理学者のアフロディテ・クラマー女史が、体験者に逆行催眠を施した経験をもとに発表した。

それによると、UFOの〝犠牲者〟は、奇怪な体験をする以前は一般人となんら変わるところがなかったという。ただ、彼らはUFO体験後、共通して困惑感に悩まされている。そして成年の男性は、女性に比べると体験を公表したがらない。

「心理学者として、私は彼らの行動に決定的な判断をくだすことはできません。逆行催眠でひき出した情報が本物なのか幻覚なのか、いまだ不明なのです。彼らにとってまぎれもない真実だということは確かですから、それを解明するため、今後さらに努力すべきでしょう」

このホプキンスとクラマーの講演で、シンポジウム1日目の予定はすべて終了した。

外宇宙から帰還したアンドレアソン夫人

翌日は、早朝からMUFONの年次総会が開催された。この研究グループが世界的な団体にまで発展したのは、ウォルト・アンドラス会長の手腕によるところが大きい。今や恒例となっ

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からの信号をキャッチするために、100億ドルの税金を使って電波望遠鏡群を建設せよと提案する者が、UFO研究についてまったく無知だというのは無責任としかいいようがありません。私たちには、地球の大気圏内で繰り広げられているFTIのものと思われる活動についてはどうするのか、と彼らに問う権利があります。その予算のうちの1億ドルをUFO研究にあてて、何が悪いのでしょうか」

こうしたUFO現象の純粋に人間的な側面の考察に続いて、UFOの宗教的な側面がバリー・ダウニング師によって取り上げられた。

多くの科学者は、UFOは科学というより宗教の問題だと見なしている。しかし、ダウニング師は、宗教と科学が相対立するものではないという。宗教における信仰と、科学における理論は、きわめて似通っている。いずれも、真実や客観的知識というよりも、直観や感情に基づくもので、存在自体の謎を解明しようとする試みである。

ダウニング師によると、UFOは神の不可知の計画の一部ということになる。

「理論、推測、信仰、どう呼ばれてもかまいませんが、私としてはUFOは天使を乗せてやって来ているのだと考えています。別の世界の神聖なる存在は、これまで人類の向上に援助の手をさし伸べてきました。そして現在も、羊の群れを見守る牧者のように、私たちを見守っています。私たちが確固たる信念を持ち、さらなる進歩を遂げて、地球を離れ新たな根拠地を目指せるように」

ダウニング師は、UFOが神の計画の一部であるかぎり、UFOは今後も謎のまま残るだろうと語った。

▲UFO現象の人間的要因を分析したウェストラム博士。

犠牲者の精神の奥底に埋もれている記憶

UFOが神の戦車かどうかは不明だが、ひとつ確かなことがある。着陸した場合に、物理的な痕跡を残すのである。このいわゆる着陸痕の研究では、テッド・フィリップスが第一人者として知られている。

フィリップスは、彼がこれまでに収集した2000件以上のUFO着陸報告の統計的分析から話を始めた。それによると、1940年代には100件足らずだったものが、その後着実に増加しつづけているという。50年代には400件、60年代には600件以上、そして70年代には1000件近い着陸痕ケースが報告されているのである。

これを国別に見ると、アメリカがトップで、1000件近い報告がある。フランス、オーストラリア、カナダ、スペインがそれに続き、100〜200件程度。そのほか、アルゼンチン、イタリア、ブラジル、イギリス、ニュージーランドからも着陸事件の報告が集まっている。

アメリカの場合、UFO着陸の目撃が一番多いのはカリフォルニアで、オハイオ、ミズーリ、ペンシルバニア、アイオワ、ニューヨークの順である。

UFO着陸事件は、月別に見ると10月が、時間帯では午後9時頃が最も頻繁に目撃されている。2人以上の目撃者がいて、目撃継続時間が1〜5分間というのが普通。UFOの形状では円盤型が半分近くを占めている。

着陸現場には、着陸痕のほか焦げ跡や草の押し倒された痕跡などが残っている。UFOの着陸にともない、ヒューマノイド型の生物もしばしば目撃されている。そのほとんどは小人タイプである。

「これまでに入手した情報から、結論として、報告されたUFOはかなりの重量がある物体で、既知のものとはまったく異なる航空機だといえると思います。それは知性を持つ存在によってコントロールされている未知の航空機で、どこから来るのか、どんな目的を持っているのかは不明です」

こうしたUFOの物理的痕跡は、どちらかといえば単純でそれ自体で完結したものである。これに対して、UFOが人間の精神に及ぼす影響は、はるかにこみいっている。コンタクティーや誘拐体験者の精神の奥底に埋もれている記憶こそ、まさにUFOの隠された証拠の筆頭にあげることができる。

この問題について、『失われた時間』の著者バッド・ホプキンズが講演を行なった。彼は、いわゆる第4種接近遭遇の体験者を、

して、科学的尊敬を勝ちとらなければならないのだ。

ハイネック博士の演説は、シンポジウムの会場につめかけた聴衆から好感と拍手をもって迎えられた。

UFO現象の人間的要因と宗教的側面

▲基調演説で熱弁をふるうアレン・ハイネック博士。

ハイネック博士のあとを受け継いだのは、イースタン・ミシガン大学の社会学教授、ロナルド・ウェストラム博士である。博士はUFOになみなみならぬ関心を抱いており、MUFONを始めいくつかのUFO研究団体の顧問をしている。

ウェストラム博士の演題は、「UFO目撃の人間的要因」というものだった。

「UFO目撃の証拠とされるものの大部分が人間の証言ですから、人間的要因を抜きにUFO問題を評価することは不可能です」

だが、ここでいう人間的要因は、UFO目撃の報告者についてだけではない。報道機関や科学界など、目撃報告を一般に広める立場にある人々の心理学的、社会学的分析も必要である。

ウェストラム博士は、まずUFO目撃者（より正確にいえばUFO目撃の報告者）の分析から始めた。それによると、年齢が若い者ほど、UFOを目撃したと公表する度合が高いという。これは、ギャラップ世論調査の結果にもはっきり表われているし、科学者や技術者などの専門家を対象とした調査でも同じことがいえる。

UFO研究者たちは、一般に接近遭遇事例を熱心に調査する傾向がある。近くから目撃するほど、また夜間より昼間目撃するほど詳しく観察できるから、これは当然のことだろう。しかし残念なことに、全目撃事例のうち昼間目撃した事例は25パーセント、500メートル以内の距離から目撃した事例は17パーセントしかない。接近遭遇に該当する100メートル以内の距離からの目撃となると、わずか8パーセントである。

したがって、昼間に500メートル以内の距離からUFOを目撃した事例は、ほぼ3パーセントにすぎないことになる。それでも、もし接近遭遇の体験者が真実を語っており、気がふれてもいないとしたら、私たちは基本的なジレンマに陥ることになる。

「つまり、心理学的にはまだ知られていない、まったく新しい錯覚や幻覚なのか。それとも人類の知性をはるかに超えた、異星人の技術工学のたまものなのか。この二者択一を迫られるわけです」

次にウェストラムは、UFO目撃者のうち、自分の体験を警察やマスコミに届け出る者がどれぐらいいるかという問題を取り上げた。

あの悪名高い『コンドン報告』の調査でも、目撃者のうちわざわざ報告したのは8人に1人の割合だった。ウェストラム博士自身が科学者や技術者を対象に行なった調査でも、自分の体験を家族以外の者に話した者はわずか22パーセントだったという。

これに加えて、報告された目撃件数と新聞のUFO目撃事件の報道の間にも、とりたてて関連は認められなかったそうである。とくに、『コンドン報告』がUFOに否定的結論を下した1968年から1973年までを博士は例にあげ、この期間に新聞のUFO記事はぱったり跡絶えたが、逆に目撃件数は3倍に増加した事実を指摘した。

最後に、ウェストラム博士は、科学界のUFOに対する見解が一般大衆に大きな影響を及ぼしているが、ここでも人間的要因が働いていると語った。

研究者たちが目にしうるUFOに関する文献やデータは、ほとんどが信頼できないうえ、そうした"雑音"の中から何らかのパターンを見分けるのはきわめてむずかしい。このため、科学者たちは、できるだけUFO問題には関わりたくないというのである。

▶バリー・ダウニング師。

ウェストラム博士は、こうした科学者たちの態度をいちがいに責めることはできないとしながらも、いわゆるSETI（地球外知性体探査）計画に取り組んでいる科学者グループに対しては厳しい言葉を投げつけた。

「はるかかなたの星から送られてくるETI（地球外知性体）

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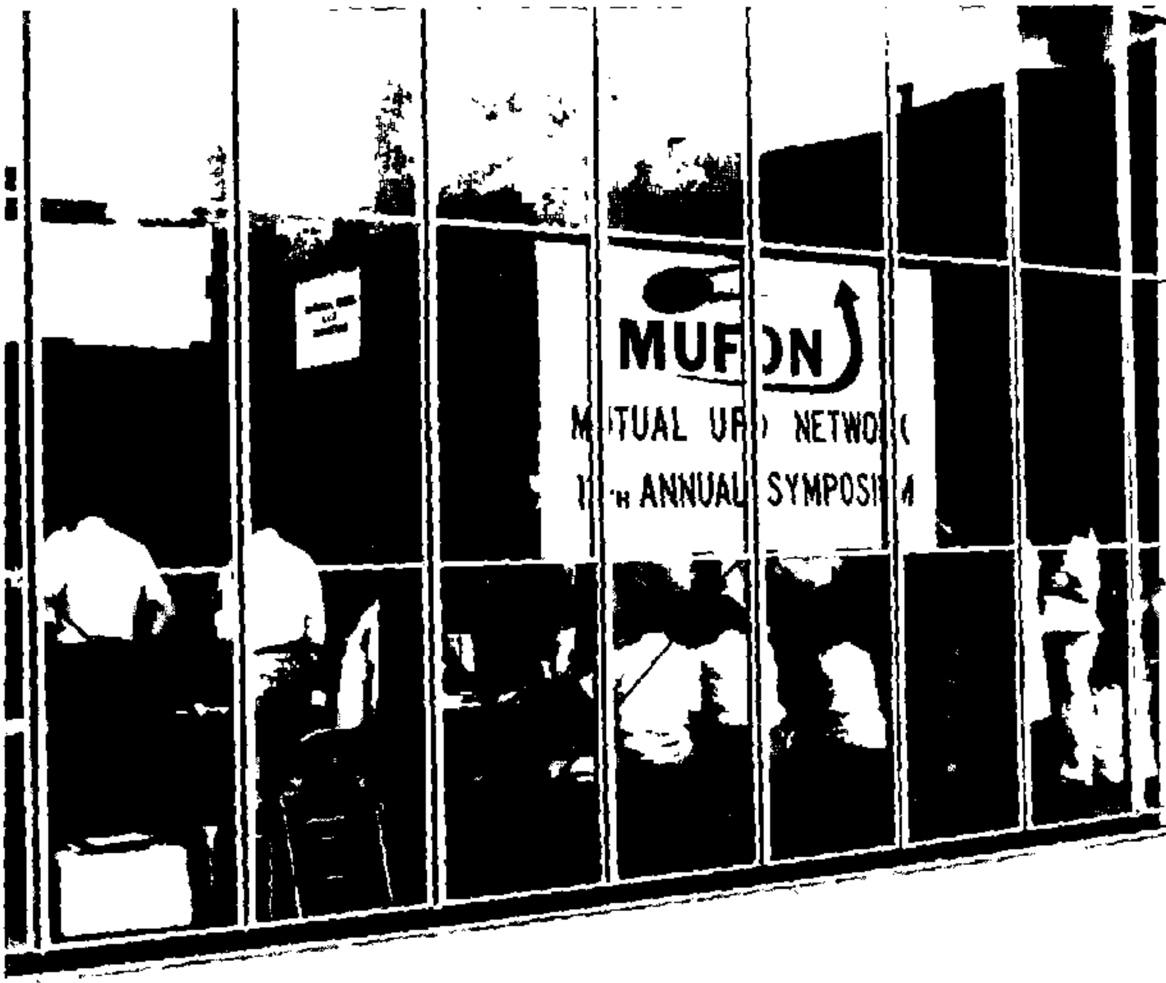


▲MITのクレスギ・オーディトリウムには400人を超す聴衆が集まり、講演に耳を傾けた。

本誌アメリカ通信員

デニス・ステーシー

である。

ハイネック博士の名は、科学界でもUFO界でもよく知られている。天文学者で、ノースウェスタン大学の名誉教授である博士は、科学的UFO研究の父でもある。

その博士が、今回の全米UFOシンポジウムの基調演説を行なった。題して「論理としてのユーフォロジー——ひとつの方向」。

ハイネック博士は、過去33年間にわたる博士自身のUFO研究をふり返り、その間の研究団体の消長を回顧した。

また、科学界のUFOに対する否定的な態度に言及した。博士によれば、それにはもっともな理由があるという。科学者の入手できるUFOの情報源がいかがわしいものばかりであるうえ、UFOの地球外仮説がオーソドックスな科学的アプローチにそぐわないのである。

それでは、いったいどうすればよいか。それは個人個人が団結することだ。

「UFO問題をプロフェッショナルな方法で提起できるかどうかは、私たちの団結にかかっています。これは、科学者の関心をひくためだけでなく、私たちの自尊心にもかかわる問題です。ユーフォロジーが職業にならないかぎり、これからの30年間も私たちは漫然と事件のデータを集めるだけで終わってしまうでしょう」

博士はこう語り、次のように締めくくった。

「したがって私はユーフォロジストのみなさんに、団結を呼びかけたいと思います。個々人が結束的なきずなで結ばれ、職業的な科学者、[illegible]、研究者、作家としての[illegible]を確立するために」

過去30年間を振り返ればわかるように、個人にしろ団体にしろ、援助の手を伸ばしてくれるものはいない。自分自身で努力

今年で12回目を迎えた「全米UFOシンポジウム」が、7月末、ボストンで開催された。これは本誌通信員デニス・ステーシーから至急便で届いた、シンポジウムのホットな現地レポートである。

速報／第12回全米UFOシンポジウム

“UFOの隠された証拠”

今や名実ともに世界最大の規模を誇る「全米UFOシンポジウム」も今年で12回目。今回は初めて東海岸に舞台を移し、7月25〜26日の2日間、ボストンのマサチューセッツ工科大学のキャンパスで開催された。

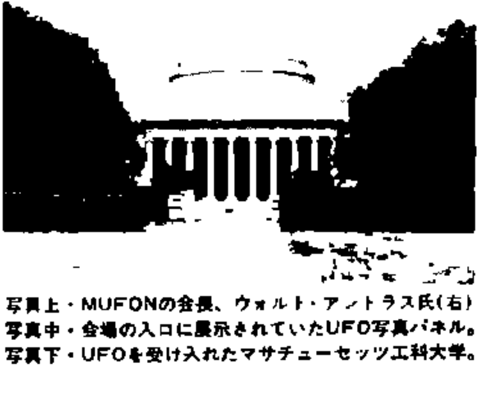
今回のシンポジウムのテーマは「UFOの隠された証拠」というもので、UFO（未確認飛行物体）の実在を証明するきわめて具体的な証拠でありながらこれまで見過ごされがちだったものを重点的に取り上げている。たとえば、UFO目撃にともなう物理的な痕跡、誘拐体験者から催眠術によってひき出した情報、CIAやDIA（国防情報局）に公開させたUFOの機密情報などである。

このシンポジウムを主催するMUFON（相互UFOネットワーク）のウォルト・アンドラス会長が、まず最初に壇上に立ち、開会の挨拶を行なった。

「1960年代の半ばに、本団体はUFO現象の大がかりな調査を行なうべきかどうか、いくつかの大学に検討を依頼しました。その時、まず最初に私たちが話を持ち込んだのは、MIT（マサチューセッツ工科大学）でした。けれどもMITはおそらく名声に傷がつくと考えたのでしょうが、この依頼を断りました。

それから15年以上たった現在、MITは私たちのUFOシンポジウムのために、喜んで会場を提供してくれたのです。ユーフォロジーはきわめて困難な道を歩んでいますが、前進していることは確かです」

アンドラス会長は、さらに言葉をついで、UFOの科学的研究が、しぶしぶながらも敬意をはらわれるようになってきたと指摘した。その好例が、MITの発行している学術誌『テクノロジー・レビュー』にハイネック博士の論文が掲載されたこと



写真上・MUFONの会長、ウォルト・アンドラス氏(右)
写真中・会場の入口に展示されていたUFO写真パネル。
写真下・UFOを受け入れたマサチューセッツ工科大学。

the far-out magazine

UFOと宇宙

1981 10 No.75

コーディネーション……………久保田一
レイアウト……………………荒木洋子
橋本小百合

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マイコンを征服しよう

MICRO COMPUTER

マイコン 自作と活用

マイコン—— プログラミング

作りながら覚えるマイコン6ヵ月コース!!

既にアメリカでブームとなっている〈マイコン〉が、最近、日本にも上陸し、発売と同時に爆発的勢いで広がっています。この〈マイコン〉は、超小型ながら、大型コンピューターの基本機能をすべてそなえ、その本格的な高性能と簡単な操作が大きな魅力となり 爆発的な人気となったといえるでしょう。未来技術を先取りし、基礎知識と実践力を養成する当通信講座は、理論的な知識はもちろんのこと、製作の実際にも重点をおき、マイコン・キットの製作を導入し、各種応用製品の開発、システム作りまで体系的に習得できます。入門からプロフェッショナルまで通用する今日望みうる最高の内容をもつ通信講座です。テキストは、我国のコンピューター界第一人者、東京大学名誉教授・工学博士・渡辺茂先生の監修のもとに、一流講師がカリキュラムを作成し、初心者も分りやすく詳しい解説で体系的により高度な技術・知識が得られるよう編集されています。

私たちのくらしに役立つマイコンを自由自在に使いこなすために!!

通信講座

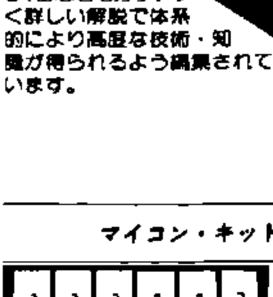
プログラムとは……?

プログラムとは、一言でいうならば、コンピューターが作動するための手順といえるでしょう。つまり、プログラムされていないコンピューターは、何の働きもしないということです。例えば、コンピューターに計算をさせるためには、C＝A＋Bという計算方法を教える必要があります。従って誤った手順を教えれば、決して正しい答えなどあり得ない訳です。プログラムを作成する——つまりプログラミング技術を習得すれば、コンピューターを自分の使いよいコンピューターにすることができるのです。

プログラミング技法のすべてを

当講座は、マイコン技術の中でも特にその機能に関する プログラミングの技術を習得するもので、プログラミング技法の基礎から応用までを、通信教育の利点である地域差のない徹底した個人指導により確実に力をつけることができます。

マイコン・キット MP-80



- ●テキスト全1巻
- ●インターフェース解説書3冊
- ●応用プログラム解説書1冊
- ●マイコン・キットMP-80・1組
- ●添削課題／質問用紙 他

より高度にマイコンの飛躍

■MP-80の仕様

CPU：8080A／クロック周波数：2.048MHZ／ROM：基本256バイト（モニタ プログラム）、512バイトまで拡張可／RAM：基本256バイト 1Kバイトまで拡張可／入力 キーボード（24キー）／出力 LEDディスプレイ16進表示 5桁（アドレス3桁 データ2桁）／動作温度 0～50℃／寸法、プリント板寸法230×180m／電源：外部電源（オプション）＋5V ±4% 1.5A／＋12V ±5% 300mA／－5V±5%50mA

マイコン

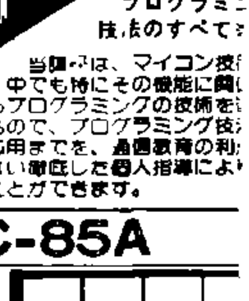
- ■ 月づき6,200円×12回払い。
- ■ 分割払いです。
- ■ 学費は、後払いです。

MITEC-85A

▲写真は、メモリー（ROM・RAM）をフル実装したものです。

■MITEC-85A基本仕様

CPU 8085A CLOCK：2MHz／ROM 基本512バイト（モニタプログラム）（5Kバイトまで拡張可）／RAM：基本256バイト（2.25Kバイトまで拡張可）／キー入力 16進キー入力（27キー）／表示．7セグメントLED表示（アドレス4桁、データ2桁）／寸法：プリント板310×165㎜（ゴム足付）／電源．5V単一電源で作動（約＋5V 1.5A）



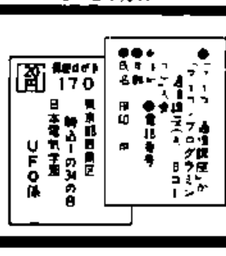
- ■Aコース＝テキスト全5巻／MITEC-85A 1組及び解説 学習ガイダンス／添削課題／質問用紙 他
- ■Bコース（既にマイコンをお持ちの方）テキスト全5巻／学習ガイダンス／添削課題／質問用紙 他

マイコン・プログラミング

- ■ Aコース 月づき6,800円×12回払い。
- ■ Bコース 月づき3,300円×8回払い。
- ■ A・Bコース共、分割払いです。
- ■ 学費は、後払いです。

総監修 渡辺茂 東京大学名誉教授 工学博士 都立工科短大学長

お申し込みは、ハガキで!!



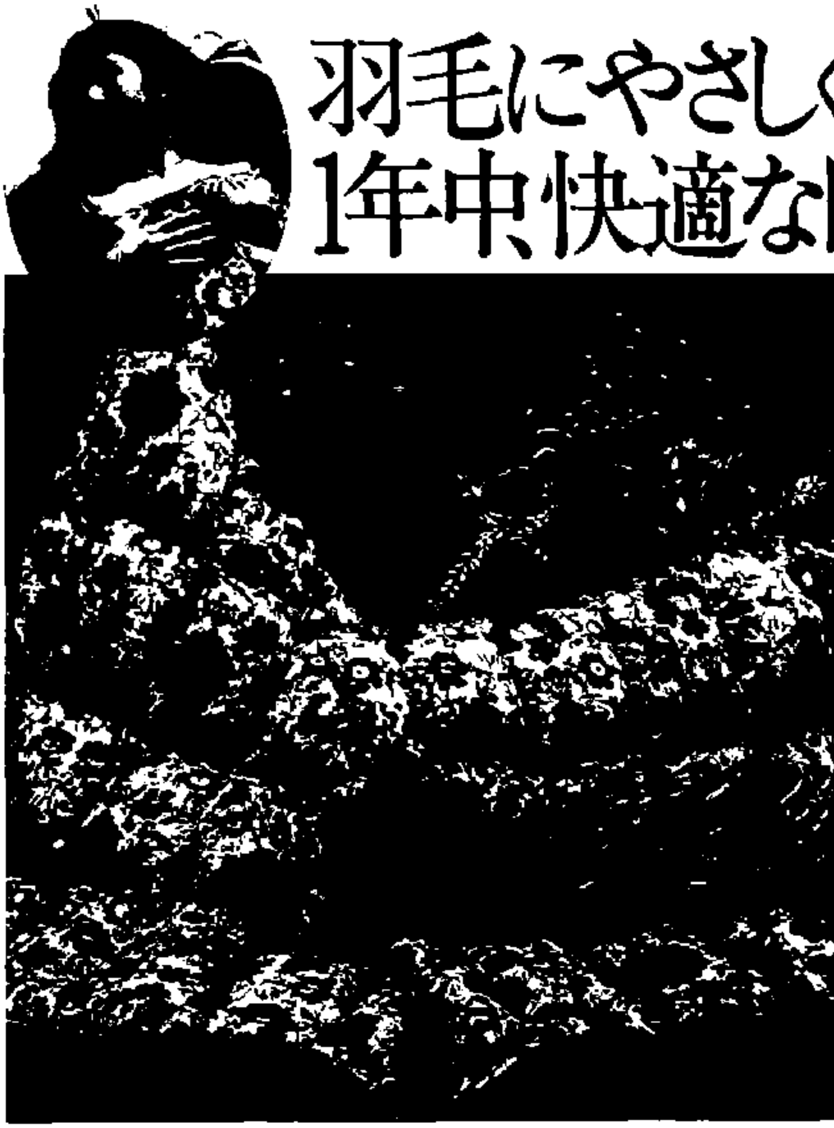
ハガキに「マイコン通信講座」か「マイコンプログラミング通信講座」入会とマイコンプログラミングは、AコースかBコース、あなたの住所、氏名、年齢、電話番号をご記入、ご捺印の上、左記の要領でお申し込みください。なお、18歳未満の方は、保護者の署名、捺印が必要です。

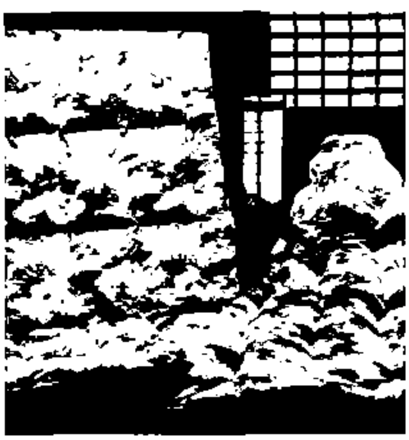
申込先

㈱総合通信教育センター 〈〒170〉東京都豊島区駒込1の34の8 ☎(03)947-7722代

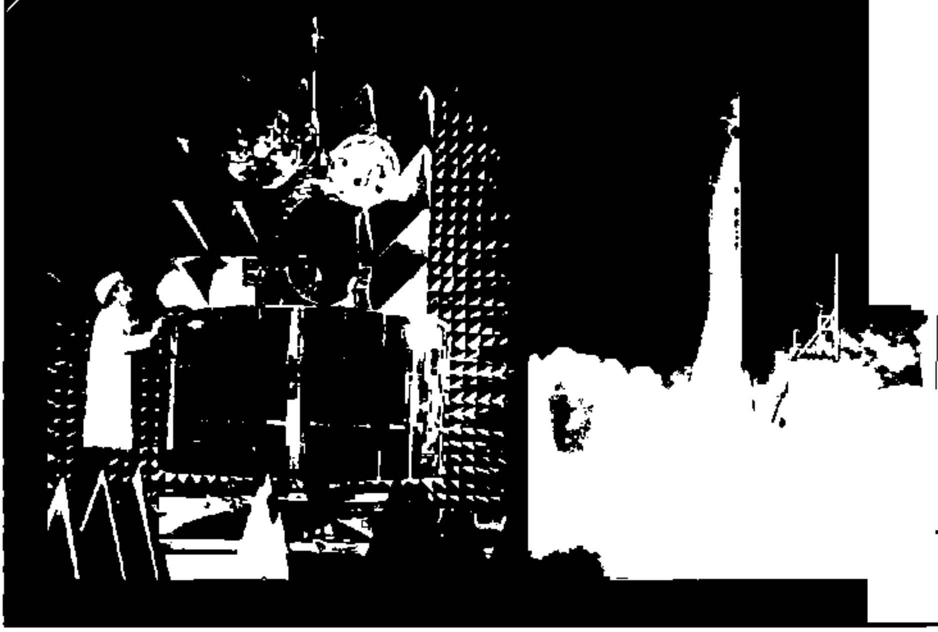
日本電気学園 〈〒556〉大阪市浪速区大国町1の11の2 ☎06(648)-1011代

受講生募集!!





■日本も宇宙実用化時代へ



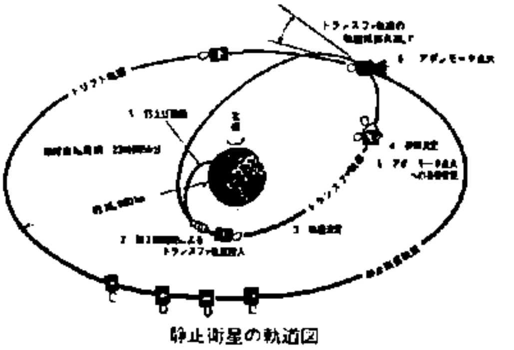
宇宙開発事業団は、7月11日未明、静止気象衛星「ひまわり2号」をNII型ロケット2号機で打ち上げた。12日午後7時45分、衛星に搭載されているアポジモーターの点火に成功、最大の難関とされていた静止軌道への移行も[illegible]できたので、日本初の"自前"気象衛星の誕生がほぼ確実となった。

この「ひまわり2号」は、現在、テレビの天気予報でおなじみの「ひまわり」が今年の夏で寿命切れになるため、その後継機として登場する。「ひまわり」と同様に、日本付近の雲画像の送信や、船舶などから送られてくる気象データの中継、[illegible]での観測を行なう。順調にゆけば、12月20日ごろから画像を送信してくるはずである。

「ひまわり」が米国の手を借りて打ち上げたのに対し、2号は曲がりなりにも宇宙開発事業団の自力で打ち上げたもの。宇宙開発事業団では、過去2度、アポジモーターの不調で実験用静止衛星の打ち上げに失敗しており、今回ようやく雪辱を果たしたわけだ。

今後、アポジモーターなど、米国からの輸入品に頼っているのを国産化する必要はあるが、この「ひまわり2号」の成功によって、わが国が自力で静止衛星の実用化を推進していくための、大きな足がかりが作られたことになる。

▼静止気象衛星「ひまわり」から送られてくる雲画像。

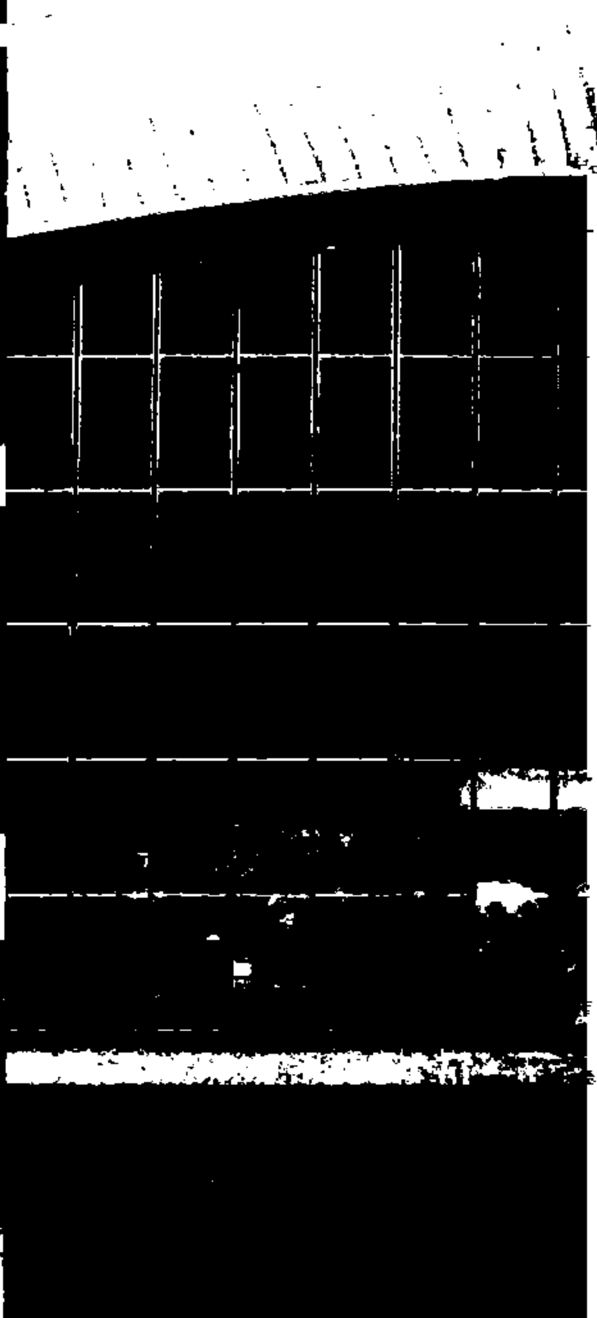


静止衛星の軌道図

▲7月25日に行なわれたパネルディスカッションの風景。

▲レセプション会場でのハイネック博士

▲[illegible]体験を語るアンドレアソン夫人（右）と異星人の模型



▼第12回全米ＵＦＯシンポジウムの会場となった MITのクレスギ・オーディトリウム。

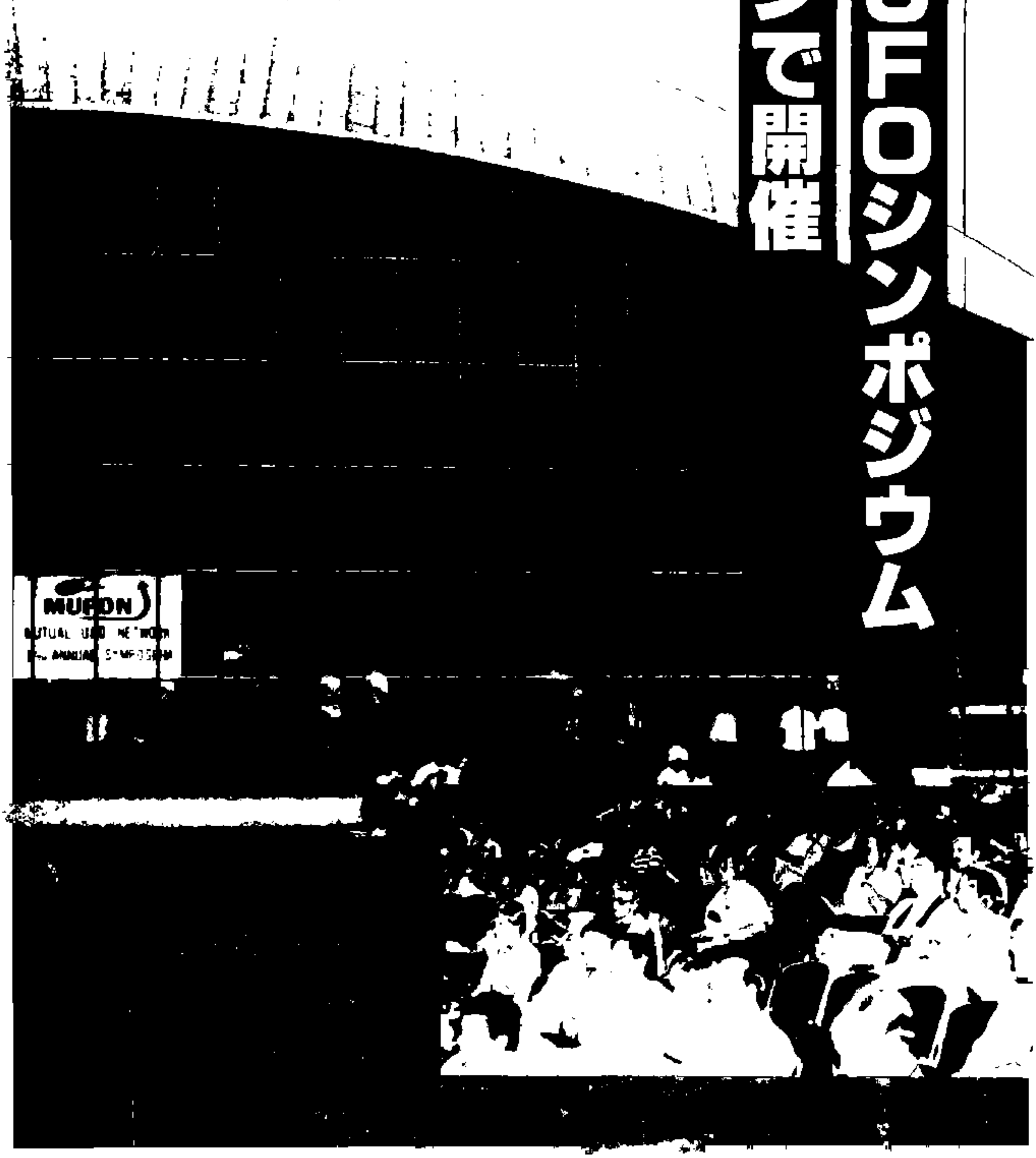
'81全米UFOシンポジウム ボストンで開催

写真／本誌アメリカ通信員デニス・ステーシー

アメリカの文化の中心地として知られるマサチューセッツ州ボストン。いまや恒例となったMUFON（相互UFOネットワーク）の主催する全米UFOシンポジウムは、初めて舞台を東部に移し、このアメリカ最古の都市で開催された。

会場にあてられたMIT（マサチューセッツ工科大学）のクレスギ・オーディトリウムには 7月25 26日の両日、熱心なUFOファンが全米各地から押しかけた。このドーム形の会場は 前面がガラス張りのウルトラモダンなもので UFOを論議するのにまさにピッタリ。

今年で12回目になる全米UFOシンポジウムだが、今回のテーマは「UFOの隠された証拠」。ハイネック博士をはじめ、本誌でもおなじみの第一線研究家が多数集まり、講演、パネルディスカッション、分科会が繰り広げられた。（詳細は本文10ページを参照）



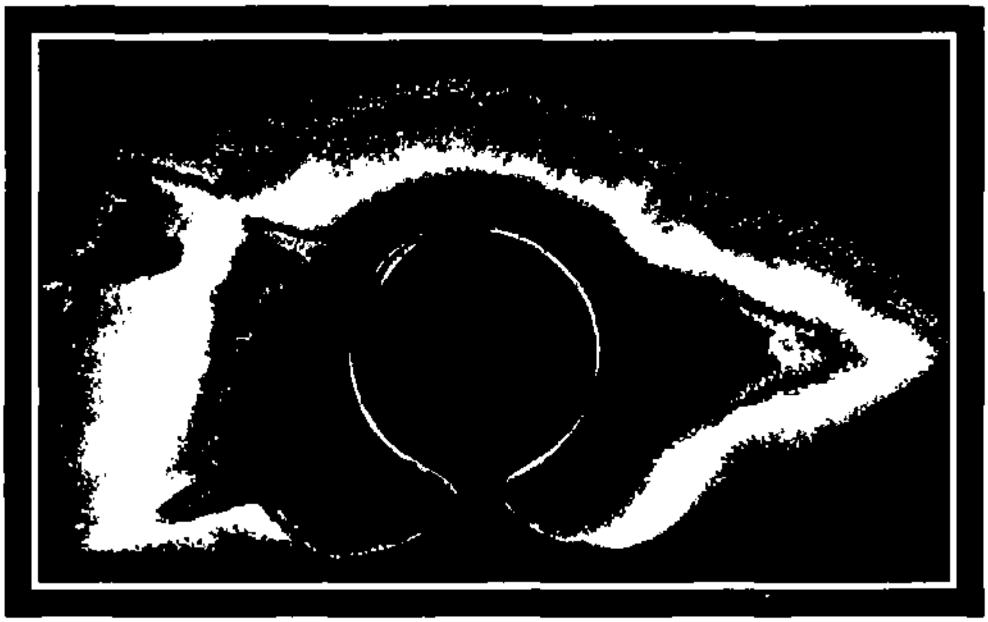
the far-out magazine

UFO 宇宙

1981 10

UFOS & SPACE
No.75

[illegible]11月2日[illegible]
[illegible]昭和56年10月1日発行
（[illegible]日発行）[illegible]
[illegible]昭和56年5月12日[illegible]
[illegible]第5637号



日本国外務省のUFOファイル初公開

本誌が放つ歴史的インタビュー **英国の知性コリン・ウィルソン直撃**

「UFOの対地球戦略・総合分析」7
アメリカ大停電パニック

ボストン現地報告／全米UFOシンポジウム

アインシュタインの夢を受け継ぐのは誰か

現地取材報告
ヤング・ミセスのエイリアン体験

GSW〝転向声明〟第1弾